CONFIDENTIAL.

No. 22.

PROCEEDINGS

OF THE

GENERAL MANAGERS' ASSOCIATION

OF

CHICAGO.

CHICAGO, JUNE 25, 1894,
TO JULY 14, 1894.

KNIGHT, LEONARD & CO., PRS.—CHI.

LIST OF RAILWAYS MEMBERS OF THE ASSOCIATION.

Atchison, Topeka & Santa Fé Railroad.
Baltimore & Ohio Railroad.
Calumet & Blue Island Railroad.
Chicago & Alton Railroad.
Chicago & Erie Railroad.
Chicago & Eastern Illinois Railroad.
Chicago & Western Indiana Railroad and
the Belt Railway of Chicago.
Chicago & Grand Trunk Railway.
Chicago & North-Western Railway.
Chicago, Burlington & Quincy Railroad.
Chicago, Milwaukee & St. Paul Railway.
Chicago, Rock Island & Pacific Railway.
Chicago Great Western Railway.
Chicago & Northern Pacific Railway.
Illinois Central Railroad.
Louisville, New Albany & Chicago Railway.
Lake Shore & Michigan Southern Railway.
Michigan Central Railroad.
New York, Chicago & St. Louis Railroad.
Pittsburg, Cincinnati, Chicago & St. Louis Railway.
Pittsburg, Ft. Wayne & Chicago Railway.
Union Stock Yard & Transit Co.
Wisconsin Central Lines.
Wabash Railroad.

E. St. John,
Chairman.

C. H. Chappell,
Joseph Wood,
B. Thomas,
W. H. McDoel,
W. F. Merrill,
Executive Committee.

GENERAL MANAGERS' ASSOCIATION.

Chicago, June 25, 1894.

MINUTES of a special meeting of the General Managers' Association, held at the Rookery Building, Chicago, June 25, 1894, at 2 P. M., Mr. St. John, Chairman, presiding. Present:

A., T. & S. F. Ry.,	D. B. Robinson, 1st Vice-Prest. J. J. Frey, Gen. Mgr.
B. & O. R. R.,	J. Van Smith, Gen. Supt.
Chi. & Alton,	C. H. Chappell, Gen. Mgr.
Chi. & Erie,	J. C. Moorhead, Gen. Supt.
C. & W. Ind.,	B. Thomas, Prest. and Gen. Mgr.
C. & G. T.,	A. B. Atwater, Gen. Supt.
C. & N.-W. Ry.,	J. M. Whitman, Gen. Mgr.
C., B. & Q. R. R.,	Geo. B. Harris, Vice-Prest. W. F. Merrill, Gen. Mgr.
C., M. & St. P. Ry.,	A. J. Earling, Gen. Mgr.
C., R. I. & P. Ry.,	R. R. Cable, Prest. E. St. John, Gen. Mgr.
Cal. & B. I.,	W. G. Brimson, Prest. and Gen. Mgr.
C. & N. P.,	S. R. Ainslie, Gen. Mgr.
Ill. Cent.,	J. T. Harahan, 2d Vice-Prest.
L., N. A. & C.,	W. H. McDoel, Gen. Mgr.
L. S. & M. S.,	A. B. Newell, Supt.
Mich. Cent.,	J. H. Snyder, Supt.
N. Y., C. & St. L.,	A. W. Johnston, Gen. Supt.
P., C., C. & St. L., P., F. W. & C.,	Chas. Watts, Gen. Supt.
Wis. Cent.,	H. F. Whitcomb, Gen. Mgr. S. J. Collins, Gen. Supt.
Wabash R. R.	Chas. M. Hays, Gen. Mgr.

Also:

E. T. Jeffery, Prest. and Gen. Mgr. Denver & Rio Grande Ry.

E. Dickinson, Gen. Mgr. Union Pacific Ry.

The call for the meeting was read, as follows:

CHICAGO, June 22, 1894.

DEAR SIR: An emergency meeting of the General Managers' Association is hereby called for Monday, June 25th, at 2 P. M., the Rookery Building, Chicago.

E. ST. JOHN,
Chairman.

The Chairman stated that the meeting had been called to consider the statements which had been published that at 12 o'clock on the following day, a boycott on the Pullman cars operated by the various lines, would be declared by the American Railway Union, and that the meeting was now open for discussion and such action as might be deemed necessary.

The matter was then generally discussed, and upon motion duly seconded, the following resolution was unanimously adopted:

WHEREAS, We learn through the public press that the American Railway Union will declare a boycott on all Pullman palace cars: and

WHEREAS, Said boycott is in relation to matters over which we have no control, and in which we have no interest whatever; and

WHEREAS, It is stated that the object and intent of the said boycott is to discommode the traveling public and embarrass the railroads in the belief that the public and the railroads affected will influence the settlement of the question as the American Railway Union desires; and

WHEREAS, It is necessary that these companies determine for themselves what cars they shall or shall not handle; and

WHEREAS, It is important that the traveling public should understand the position of the railroads in this matter;

Therefore, be it Resolved, That it is the sense of this meeting that the said proposed boycott, being confessedly not in the interest of any employés of said railroad companies, or on account of any grievance between said railroad companies and said employés, is unjustifiable and unwarranted.

2nd. That the employes of said railway companies cannot nor can any of them with propriety embarrass said companies nor discommode the traveling public because of their sympathy with the supposed wrongs of employés engaged in a wholly different class of labor.

3d. That we hereby declare it to be the lawful right and duty of the said railway companies to protest against said proposed boycott; to resist the same in the interest of their existing contracts and for the benefit of the traveling public, and that we will act unitedly to that end.

It was moved and seconded that in view of the fact that the resolution creating Committee No. 3 contemplated that its members be residents of Chicago, the Chair appoint three new members in place of those not now residing here, or not now belonging to the Association.

Carried.

The Chair appointed as such new members Messrs. W. H. McDoel, J. T. Harahan, and J. Van Smith, making the Committee consist of Messrs. G. B. Harris, C. H. Chappell, W. H. McDoel, J. T. Harahan and J. Van Smith.

The meeting then adjourned to 3:30 the following day.

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

GENERAL MANAGERS' ASSOCIATION.

MINUTES OF SPECIAL MEETING.

JUNE 26, 1894.

MINUTES of Special Meeting held at 732 Rookery Building, Chicago, June 26, 1894, at 3:30 o'clock P. M., pursuant to adjournment from the previous day. Mr. ST. JOHN, Chairman, presiding. Present:

A., T. & S. F.,	D. B. ROBINSON, 1st Vice-Prest.
B. & O.,	R. B. CAMPBELL, Gen. Mgr. J. VAN SMITH, Gen. Supt.
C. & B. I.,	W. G. BRIMSON, Prest. and Gen. Mgr.
Chi. & Alton,	C. H. CHAPPELL, Gen. Mgr.
Chi. & Erie,	J. C. MOORHEAD, Gen. Supt.
Chi. & E. Ill.,	M. J. CARPENTER, Prest. and G. M. W. H. LYFORD, Gen. Counsel.
C. & G. T.,	A. B. ATWATER, Gen. Supt.
C. & N. W.,	J. M. WHITMAN, Gen. Mgr.
C., B. & Q.,	W. F. MERRILL, Gen. Mgr.
C., M. & St. P.,	A. J. EARLING, Gen. Mgr.
C., R. I. & P.,	E. ST. JOHN, Gen. Mgr.
Chi. Gt. Western,	J. A. KELLY, Supt.
C. & N. P.,	S. R. AINSLIE, Gen. Mgr.
Ill. Central,	J. T. HARAHAN, 2d Vice-Prest.
L., N. A. & C.,	W. H. MCDOEL, G. M.
L. S. & M. S.,	A. B. NEWELL, Supt.
Mich. Central,	ROBT. MILLER, Gen. Supt.
N. Y., C. & St. L.,	J. L. LOCKWOOD, Supt.
P., Ft. W. & C.,	CHAS. WATTS, Gen. Supt.
P., C., C. & St. L.,	J. F. MILLER, Gen. Supt.
Wis. Central,	H. F. WHITCOMB, Gen. Mgr.
Wabash R. R.,	CHAS. M. HAYS, Gen. Mgr.

The Chairman stated that he had just received a telephone message

from the Illinois Central Railroad Co. that their 1:35 train had reached Kankakee without interruption, on time. This was the first train to leave after the taking effect of the order of the American Railway Union to boycott all Pullman cars.

After some little discussion of the situation all the roads were called upon to state the situation on their lines, and the number of members of the American Railway Union among their employés.

The ATCHISON, TOPEKA & S. F. had had no interference with its trains. The number of American Railway Union men was thought to be very small. Trouble was expected on the Southern California Railway.

The B. & O. R. R.—There were no indications of trouble. Very few of the train men were members of the A. R. U.

CALUMET & BLUE ISLAND.—As this road had no passenger service no trouble was expected. About one-third of the employés are A. R. U. men.

CHICAGO & ALTON.—Had no information as to the number of A. R. U. men. It was understood that the officers of the union had been actively engaged during the last three or four weeks working up memberships on the C. & A.

C. & E. I.—Number of A. R. U. men not known. The percentage thought to be as large if not larger than any other line.

C. B. & Q.—Thought to have very few members of A. R. U. Expected no trouble unless the men were intimidated.

C. & N-W.—Did not expect any trouble. Had received contradictory reports as to the number of A. R. U. men. Probably some switchmen and a few engineers.

C., M. & ST. P.—Very few of the employés thought to belong to the union. Did not anticipate any trouble, owing to the fact that there were no Pullman cars run.

C., R. I. & P.—So far as could be ascertained, not over thirty men in the Chicago yards belonged to the union. Had had no trouble up to the present time.

CHICAGO GREAT WESTERN.—Was not in a position to state the number of Railway Union men, probably twenty per cent. of the employés. It was understood that this line had been singled out and canvassed very thoroughly and that the men had been organizing quite rapidly.

C. & N. P.—Mr. Ainslie was unable to learn that any of his trainmen were members of the A. R. U. That the forty-five to fifty switchmen and transfer men on the Calumet Terminal were practically all members of the order, but they did no passenger business. All the switchmen on the

C. & N. P. were A. R. U. men, and if they were called out they would refuse to handle Pullman cars.

ILLINOIS CENTRAL.—Had had two trains out since noon. Went out on time. Mr. Harahan had been informed that they intended to cause trouble on his road to-night. Could not give the number of A. R. U. men on the line. The switchmen had made up an outgoing train and they had stated that they had no instructions not to do their work and proposed to do it.

L., N. A. & C.—Mr. McDoel stated that the passenger switching of the L., N. A. & C. was done by the C. & W. I. R. R.; that only one of the L., N. A. & C. switching engineers belonged to the A. R. U., and that his engineers had informed him if the Western Indiana switchmen refused to handle the trains, they would come down and do it. He did not think any of his trainmen belonged to the order.

L. S. & M. S.—Did not handle Pullman cars. Was not informed as to the number of A. R. U. men.

MICHIGAN CENTRAL.—Mr. Miller stated that he had been trying to find out whether they had any A. R. U. men, and so far had been unable to discover that they had any. They handled no Pullman sleepers and did not anticipate any trouble. The Illinois Central crews did the switching of their passenger trains in Chicago.

N. Y., C. & St. L.—Did not anticipate any trouble, as they did not handle Pullman cars. Was informed that there were about 150 men in Chicago, including shopmen and switchmen, who belonged to the A. R. U.

P., Ft. W. & C.—Did not have knowledge of any switchmen belonging to the A. R. U., and very few other men in the service belonged to the union.

P., C., C. & St. L.—About 25 to 30 per cent. of the switchmen in the yards had become members of the A. R. U. in the last few days. Did not anticipate any trouble with the road men.

WISCONSIN CENTRAL.—Had no advices of any interference with trains. The A. R. U. had some strength on its lines, as a natural result of the Great Northern trouble. Anticipated some trouble at the terminals, but not elsewhere.

WABASH.—Did not anticipate any trouble. Only a small proportion of its trainmen were members of the A. R. U.

A general discussion of the situation followed. It was suggested that some common plan of action ought to be adopted in case employés refused to do switching of passenger trains with Pullman cars, but were willing to continue all of their other work, and it was the general expression that in case any man refused to do his duty, he would be discharged.

After some further discussion, the meeting adjourned to 11 o'clock the following day.

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

GENERAL MANAGERS' ASSOCIATION.

MINUTES OF SPECIAL MEETING.

CHICAGO, June 27, 1894.

MINUTES of a Special Meeting held at 732 Rookery Building, Chicago, June 27, 1894, at 11 o'clock A. M., pursuant to adjournment from the previous day Mr. ST. JOHN, Chairman, presiding. Present :

A. T. & S. F.,	D. B. ROBINSON, 1st Vice-Prest. J. J. FREY, Gen. Mgr.
B. & O.	R. B. CAMPBELL, Gen. Mgr.
Chi. & Alton,	C. H. CHAPPELL, Gen. Mgr.
Chi. & Erie,	J. C. MOORHEAD, Gen. Supt.
C. & E. Ill.,	M. J. CARPENTER, Prest. and Gen. Mgr.
C. & W. Indiana,	By MR. MOORHEAD, of C. & E.
C. & G. T.,	A. B. ATWATER, Gen. Supt.
C. & N. W.,	J. M. WHITMAN, Gen. Mgr. S. SANBORN, Gen'l Supt.
C. B. & Q.,	GEO. B. HARRIS, Vice-Prest. W. F. MERRILL, Gen. Mgr.
C. M. & St. P.,	A. J. EARLING, Gen. Mgr.
C. R. I. & P.,	R. R. CABLE, Prest. E. St. JOHN, Gen. Mgr.
Chi. Gt. Western,	J. A. KELLY, Supt.
C. & N. P.,	S. R. AINSLIE, Gen. Mgr.
Ill. Central,	J. T. HARAHAN, 2d Vice-Prest.
L., N. A. & C.,	W. H. MCDOEL, Vice-Pres. & Gen. Mgr.
L. S. & M. S.,	A. B. NEWELL, Supt.
Mich. Cent.,	ROBT. MILLER, Gen. Supt.
N. Y., C. & St. L.,	C. D. GORHAM, Supt.
P., F. W. & C.,	CHAS. WATTS, Gen. Supt.
P., C., C. & St. L.,	J. F. MILLER, Gen. Supt.
Wis. Central,	MR. AINSLIE of the C. & N. P.
Wabash R. R.,	CHAS. M. HAYS, Gen. Mgr.

The Chairman called the roll, requesting the members in turn to state what, if anything, had occurred on their lines since the last meeting, the result being as follows:

A. T. & S. F.—Mr. Frey stated that his line was having the same trouble in New Mexico and Colorado; that three different engineers at Raton had refused to handle Pullman sleepers and they had discharged them; that two trains were still held at that point. The Denver train had been held at La Junta since morning.

B. & O.—The switchmen had handled all the trains except passenger trains up to the present time, but they had just given notice to the agent that they would not handle any more freight; were experiencing some delay in Grand Central Passenger Station. The switchmen and engineers had refused to handle Pullman cars.

The C. & A., C. & E., C. & W. I., C. & N.-W., C. B. & Q., C. M. & St. P., C. & E. I., C. R. I. & P., L. S. & M. S., M. C., N. Y. C. & St. L. and the Wabash reported "no trouble."

C. G. W.—Mr. Kelly stated that the yard men and foreman had refused to handle Pullman sleepers on out-going trains yesterday afternoon, and he himself, together with the engineer, switched the sleepers onto the train, and the train departed on time with the sleepers attached. On the arrival of the morning train, the engineer had refused to switch the train, and he (Mr. Kelly) handled the engine and set out the sleepers, and then the engineers resumed work.

C. & N. P.—The switchmen stopped work at 1:35 this morning without notice. When the day crew came on, a delegation of the night crews induced them to go out. The engines had been manned with superintendents, train masters, etc., and they were handling passenger trains. The switchmen, tower men, switch tenders and section men have all gone out.

I. C.—Mr. Harahan stated that when the night crews came on at 6 o'clock last night, an order came from Debs for them to quit work and the freight car switchmen did so at the lower yard. Chicago, and also at the Fordham yards. The passenger men worked until 11 o'clock, when there was a committee waited on them, and they then refused to handle any Illinois Central cars, but continued to handle Michigan Central cars. The day crew this morning did the same thing in the freight yard; the day crew went out after having a talk with the night men. The tower men went out at 12 o'clock last night but they were replaced by other men without much delay. A mob gathered at Grand Crossing and held the trains for about two hours, but were dispersed by the police, and trains proceeded. The switchmen in the suburban yards went out, but reconsidered it and went back. Yard masters and superintendents were handling all perishable freight.

P., C., C. & St. L.—At Riverdale an attempt had been made to uncouple the engine from the train but the guard had fired his pistol and the man ran away. A train had been delayed this morning two hours at the Santa Fé crossing. No trouble otherwise.

P. F. W. & C.—There had been some delays at Grand Crossing with fast mail train and fast freight. Aside from that no trouble as yet.

Sharing Expenses.

The matter of the Association participating in the expense to be incurred in connection with the present difficulties was brought up, and there being some doubt as to whether they would come under the provisions of the resolution adopted July 20th, 1893 (Minutes No. 10, page 4), the following resolution was, on motion duly seconded, unanimously adopted:

Resolved, That Committee No. 1 take charge of the present controversy with the American Railway Union under the rules as covered by the resolution of the General Managers' Association, adopted July 20th, 1893, which are comprehended in the following:

1st. The expense of collecting the men furnished by the Association.

2nd. The expense of forwarding such men to the nearest point on the line affected.

3rd. The board and wages of such men until put to work; the duration of this period to be discretionary with the Committee.

4th. The expense of returning such men to their homes, if they are not required for work.

Resolution as to J. M. Egan

The matter of selecting some one to represent the Committees during the strike was discussed, and, upon motion duly seconded, the following resolution was unanimously adopted:

Resolved, That Mr. Egan be selected as the choice of the Association as the representative of its Committees, and that the Committees be left with discretionary power to make arrangements with Mr. Egan upon such terms as they may be able to.

Mr. Geo. B. Harris was requested to communicate with Mr. Egan at once in reference to the matter.

The meeting adjourned until 11 o'clock the following day, June 28th, 1894.

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

GENERAL MANAGERS' ASSOCIATION.

MINUTES OF SPECIAL MEETING.

CHICAGO, June 28, 1894.

MINUTES of a Special Meeting held at 732 Rookery Building, Chicago, June 28, 1894, at 11 o'clock A. M., pursuant to adjournment from the previous day. Mr. ST. JOHN, Chairman, presiding. Present:

A., T. & S. F.,	D. B. ROBINSON, 1st Vice-Prest.
B. & O.,	R. B. CAMPBELL, Gen. Mgr.
Chi. & Alton,	C. H. CHAPPELL, Gen. Mgr.
Chi. & Erie,	J. C. MOORHEAD, Gen Supt.
C. & E. Ill.,	M. J. CARPENTER, Prest. & Gen. Mgr.
C. & W. Indiana,	MR. MOORHEAD, of C. & E.
C. & G. T.,	A. B ATWATER, Gen. Supt.
C. & N.-W.,	J. M. WHITMAN, Gen. Mgr.
C., B. & Q.,	GEO. B. HARRIS, Vice-Prest. W. F. MERRILL, Gen Mgr.
C., M. & St. P.,	A. J. EARLING, Gen. Mgr.
C., R. I. & P.,	R. R. CABLE, Prest. E. ST. JOHN, Gen. Mgr.
Chi. Gt. Western,	J. A. KELLY, Supt.
C. & N. P.,	S. R. AINSLIE, Gen. Mgr.
Ill. Central,	J. T. HARAHAN, 2nd Vice Prest.
L. S. & M. S.,	W. H. CANNIFF, Gen. Supt A. B. NEWELL, Supt.
Mich. Cent.,	ROBT. MILLER, Gen. Supt.
N. Y., C. & St. L.,	C. D. GORHAM, Supt.
P., F. W. & C.,	CHAS. WATTS, Gen. Supt.
P., C., C. & St. L.,	CHAS. WATTS, Gen. Supt.
Wis. Cent.,	MR. AINSLIE, of the C. & N. P.
For the Committees.	J. M. EGAN.

Special Report.

The Chairman read a report of the situation on yesterday, showing that the Illinois Central yard forces held a meeting at 82 Lake street, which was addressed by Howard and Debs of the American Railway Union, after which a conference was had between Debs and Hannahan, of the Brotherhood of Locomotive Firemen, who have offered their assistance in sympathy only. Then Sovereign, of the Knights of Labor, Howard, Debs and the directors of the A. R. U., held a conference in which Sovereign stated that the Knights of Labor would go out at the word from him. That Debs had received a telegram from McBride, saying that not a pound of coal would be put on "scab" engines. All general officers of the A. R. U. are very hopeful.

Telegram by Com. No. 1.

The Chairman stated that Committee No. 1 had sent out the following telegram in order to get information as to the location of men:

JUNE 27, 1894.

Will you please notify me at once as chairman of Committee No. 1, the names of railroad men on record at Chicago or elsewhere with your company as wanting positions, and whom you know to be good, reliable men, including especially yardmen, switchmen, etc. Also stating how quickly they can be got together.

E. ST. JOHN,
Chairman.

The roll was then called for statements of the situation:

A., T. & S. F.—Switching engineers, firemen, switchmen and foremen in Chicago and Corwith went out at midnight. Trains went out last night and are coming in this morning with Pullman equipment. All the engineers and firemen had gone to work again this morning. Kansas City switchmen refuse this morning to handle Pullman cars. Switchmen at several important points on the main line, and the operators and shopmen in New Mexico, had gone out.

CHICAGO & ALTON.—No demonstration as yet.

CHICAGO & ERIE.—No men gone out. Ran train through Hammond last night without stopping, to avoid mob. Found links in the interlocking system at Hammond, and the towerman was badly injured by the mob when he went out to remove them.

C. & E. I.—No men refused to work as yet.

C. & W. IND.—Mr. Moorhead reported for Mr. Thomas that the only men who had refused to work were the switchmen, and those were being replaced.

C. & N. W.—All trains left on time last night. A number of strikers invaded the yards during the night and raised considerable disturbance, firing revolvers and intimidating switchmen so that they stopped work temporarily. At 7 o'clock this morning another crowd of strikers entered the yards with the intention of driving the switchmen away. Five of them were arrested, and three engineers who had carried the strikers on their engines were discharged.

C., B. & Q.—No indication of any trouble.

C , M. & ST. P.—No trouble except at Pan Handle Junction by reason of the switchmen leaving their posts at that point.

C., R. I & P.—No trouble had occurred.

CHI. GT. WESTERN.—Situation on this line growing somewhat worse. Some of the freight men had refused to take their trains out. The conductor, brakeman and fireman refused to go out on the 6 o'clock train with a Pullman sleeper, and finally the Pullman car and the dining car were cut off the train and it departed without them. The yard engineers and firemen had said they would work with the regular switchmen, but would not work with new men or officers.

CHICAGO & NORTHERN PACIFIC.—The men on the Calumet Terminal were all at work. C. & N. P. situation not nearly so bad as reported in the papers. Mr. Amslie said a delegation of his men had waited on him with reference to the proposition of Debs to discontinue handling Pullman cars, but he had refused to do so The suburban engineers had agreed to work, but the switching engineers had said they would not work except with the regular switchmen, not because they were in sympathy with the movement, but because they were afraid of being injured.

WISCONSIN CENTRAL.—No demonstrations out on the line. Pullman cars running as usual.

ILL. CENTRAL.—The situation somewhat worse than yesterday. Some of the suburban conductors had quit work, and the yard force at Cairo and Mounds had gone out. Shopmen at Burnside and Weldon, and part of the car repairing force at 27th street, were out. The strikers were interfering with the handling of perishable freight in Chicago. None of the old switchmen are at work. The limited train for New Orleans had been held at Cairo by strikers since 5 o'clock, and the company is unable to get police protection.

L., N. A. & C.—The Chairman reported for Mr. McDoel that a train had been stopped at Hammond by a mob of two thousand people and was still there. Another train had been sent out over a connecting line, and it was expected that would go through.

L. S. & M. S.—Had no trouble.

MICHIGAN CENTRAL.—Reported no serious trouble. Way freight had been delayed at Burnside on the Illinois, and some delay had been caused at Hammond by the mob. The M. C. Co. had been compelled to put one of their own engines at the Chicago station to assist in switching the passenger trains.

N. Y., C. & ST. L.—No trouble among their own men. Some delay had occurred at Hammond.

P., C., C. & St. L.—Last night at 10 o'clock the majority of the night switchmen went out. Engineers and firemen also refused to work. Also the switch-tenders and highway crossing men. They had enough men from their own eastern divisions to take the place of the strikers.

P., F. W. & C.—Had had no trouble.

B. & O.—Still handling the passenger business with yardmasters and other officials. Trains mostly on time. Yesterday at 3 o'clock the switchmen at South Chicago quit without giving any warning. Men from other points on the road refuse to come here to work for fear of personal violence.

Telegram establishing Agencies.

The Chairman read the following message, which he had sent to managers in Pittsburg, Philadelphia, Baltimore, Toledo, Cleveland, Buffalo and New York:

CHICAGO, June 27, 1894.

We want you to select a man who will advertise in the papers at Pittsburg for switchmen, towermen and yardmen, and meet and examine them, taking their names and addresses, so that if required they can be quickly consolidated and started for Chicago. Please attend to this at once and advise me by 11 o'clock to-morrow the number that can be obtained, and so continue daily until further advised. We do not want to pay the men until ordered to come, but the expenses of the man you appoint, office rent, advertising and salary of this man, the General Managers' Association of Chicago will pay.

E. ST. JOHN,
Chairman.

Assessment.

The matter of funds for expenses in connection with the strike was discussed, and the following resolution was, on motion duly seconded, unanimously adopted:

Resolved, That in order to meet the necessities of the present difficulties growing out of the Pullman strike, an assessment of ten thousand

dollars be made upon the members of the Association, upon the same basis that the assessment was made at the time of the contemplated switchmen's strike in the spring of 1893.

Mr. Harris reported that he had communicated with Mr. Egan, in pursuance of the resolution adopted yesterday, and Mr. Egan had consented to serve the railroads, which would be appreciated by the Association. J. M. Egan engaged.

Mr. St. John stated that unless otherwise directed, Committee No. 1 would order such men as were registered at the agencies established in the East, sent forward at once. Ordering men forward.

It was suggested and concurred in by the meeting that the members ask the representatives of their legal departments to be present at the next meeting.

The meeting adjourned to 11 o'clock of the following day, June 29th, 1894.

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

GENERAL MANAGERS' ASSOCIATION.

MINUTES OF SPECIAL MEETING.

JUNE 29, 1894.

MINUTES of a special meeting held at 732 Rookery Building, Chicago, June 29, at 11 o'clock A. M., pursuant to adjournment from the previous day. Mr. ST. JOHN, Chairman, presiding. Present:

A., T. & S. F., - -	D. B. ROBINSON, 1st Vice-Prest. HON. GEO. R. PECK, Solicitor.
B. & O., - - - - -	R. B. CAMPBELL, Gen. Mgr. HON. E. H. GARY, Counsel.
Chi. & Alton, - - -	C. H. CHAPPELL, Gen. Mgr. WM. BROWN, Counsel.
Chi. & Erie, - - -	J. C. MOORHEAD, Gen. Supt. W. O. JOHNSON, Counsel.
C. & E. Ill., - - -	M. J. CARPENTER, Prest. and Gen. Mgr. W. H. LYFORD, Gen. Counsel.
C. & W. Indiana, - -	B. THOMAS, Prest. and Gen. Mgr.
C. & G. T., - - -	A. B. ATWATER, Gen. Supt.
C. & N.-W., - - -	J. M. WHITMAN, Gen. Mgr. MR. L. W. BOWERS, Gen. Counsel.
C., B. & Q., - - -	GEO. B. HARRIS, Vice-Prest. W. F. MERRILL, Gen. Mgr. C. N. DAWS, Counsel.
C., M. & St. P., - -	A. J. EARLING, Gen. Mgr. MR. BURTON HANSON, Counsel.
C., R. I. & P., - -	R. R. CABLE, Prest. E. ST. JOHN, Gen. Mgr. T. S. WRIGHT, Gen. Atty.
Chi. Gt. Western, - -	A. B. STICKNEY, President. C. SHIELDS, Gen. Supt.
C. & N. P., - - -	S. R. AINSLIE, Gen. Mgr. J. K. KNAPP, Counsel.

Ill. Central, - - -	J. T. HARAHAN, 2d Vice-Prest. JUDGE JAMES FENTRESS, Gen. Solicitor. C. V. GWIN, Atty.
L., N. A. & C., - -	W. H. MCDOEL, Gen. Mgr. G. W. KRETZINGER, Counsel.
L. S. & M. S., - - -	A. B. NEWELL, Supt. WM. MCFADDEN, Counsel.
Michigan Cent., - -	ROBT. MILLER, Gen. Supt.
N. Y., C. & St. L., - -	A. W. JOHNSTON, Gen. Supt. C. D. GORHAM, Supt.
P., F. W. & C., - -	CHAS. WATTS, Gen. Supt.
P., C., C. & St. L., - -	By MR. WATTS, of P., F. W. & C.
Wis. Central, - -	MR. AINSLIE of the C. & N. P.
Wabash R. R., - -	J. S. GOODRICH, Supt.
For the Committees, -	J. M. EGAN.

After calling the meeting to order, the Chairman called upon the members for statements of the situation upon their various lines. The replies were to the following effect:

The A. T. & S. F. reported that the situation had not changed materially, except that the California Southern was practically tied up—had not moved any trains, either freight or passenger, since yesterday morning. The Atlantic & Pacific was running passenger trains with Pullman equipment without any trouble. At Kansas City three passenger trains were tied up all day on account of the firemen refusing to work, but the railroad company had applied to the chief of the Firemen's Brotherhood at Topeka, who had sent three firemen to take the places of those mentioned and the trains had gone out and there was no trouble now at Kansas City. All trains so far had left Chicago with full equipment.

BALTIMORE & OHIO.—The situation is practically unchanged, excepting that car-repairers and cleaners had been frightened away by the threats of the walking delegates. Very few of the car-repairers were in the American Railway Union. The trains last night were detained at Ogden avenue by a crowd which had gathered there to tamper with the switches, but after the crowd was dispersed by the police the trains proceeded.

CHICAGO & ALTON.—During the afternoon yesterday the tower men on joint tracks at Van Buren and Polk streets left their stations, which were immediately filled by new men. These men being unfamiliar with the work, gave some delay to passenger trains early in the evening, but all trains arrived and departed nearly on time. Live stock and perishable freight arrived this morning as usual, and was handled by officers, and un-

loaded promptly. This morning the switchmen at Harrison street passenger yards went out, but trains all left on time with usual Pullman equipment. Switchmen at Bloomington stopped work this morning; the train master and yard master did the work; no trouble occasioned.

CHICAGO & ERIE.—The situation substantially as on yesterday. One train was abandoned last evening on the suggestion of the Sheriff of Lake County, Ind., that it would be dangerous to run it through in the night. None of this company's men have refused to perform their duties as yet.

CHICAGO & EASTERN ILLINOIS.—Freight switchmen in Chicago went out last night at 10 o'clock. Towermen at 31st street were driven off, and the suburban engineers refused to go over a different cross-over and abandoned their engines on the main line, occasioning some delay. This morning the round-house employés quit with the exception of the foreman. The company has given notice that it will receive no more live-stock or perishable freight. Terre Haute switchmen have given notice that they will not handle Pullman cars, and the company has replied that if they do not do so they could consider themselves discharged.

CHICAGO & WESTERN INDIANA.—Report some delay at 31st street as explained by Mr. Carpenter, trains on the tenant lines being held three or four hours. Trains running this morning as usual. The Belt railway switchmen went out 10:30 last night. Passenger engineers and firemen said last night they would not work with new men. He had not given them any reply as yet.

CHICAGO & GRAND TRUNK —Has had no trouble as yet with its men. Mr. Debs had had a meeting and made speeches to the employés, but it was not expected they would go out. Trains had been delayed somewhat by the trouble on the Western Indiana.

CHICAGO & NORTH-WESTERN.—Was in better shape than yesterday. Some of the switch-tenders who had gone out had returned to work. Switchmen at Milwaukee had quit work, and they were doing only such work at that point as superintendents, agent and yardmaster could handle. Passenger trains and perishable freight all moving. There was no violence. Regular trains and way freight went out of Chicago with full trains on time this morning. They were still able to handle all perishable and warehouse freight, and do a great deal of other work.

CHICAGO, BURLINGTON & QUINCY.—Suburban service delayed somewhat, but otherwise trains about on time. Night switchmen quit at midnight, but live-stock was handled by yardmasters. This morning only two of the day switchmen reported for work. All of the engineers and firemen reported for work, and were on engines ready to go to work as fast as new switchmen can be put in. No trouble on the lines outside of Chicago.

C., M. & St. P.—Reported three cars in the train leaving at 9:45 last

night derailed by someone throwing switch while train was passing over it, and track was not cleared until 3 o'clock in the morning. They were unable to ascertain who threw the switch. About 1,200 shopmen had been discharged by the company. There had been no trouble on the road outside of Chicago. It was expected that the forces would be still further reduced.

C. R. I. & P.—Reported very little change. Some disturbance at 16th street, not aimed particularly at the Rock Island, but at the several roads crossing at that point. Had experienced some delay last night at the Ft. Wayne crossing on account of a flagman having deserted his post at that point.

CHI. GT. WESTERN.—Passenger trains now moving with the usual Pullman equipment and practically on time. There had been trouble at St. Paul and Minneapolis on account of having to run over the St. Paul & Northern Pacific tracks. The Northern Pacific men had taken possession of the interlocking switches and declined to let them through, and as a result the trains ran only as far as St. Paul. This morning, however, the trains went through to Minneapolis. Freight moving all right, except in Chicago, where both passenger and freight switchmen were out.

CHI. & NORTHERN PAC.—Has experienced some minor difficulties such as towermen at 75th street and 49th street going out, but Mr. Ainslie felt that on the whole they were in good shape. The firemen on the C. & N. P. suburban trains struck this morning, and he immediately called the engineers in and asked if they would run with other men, and they had said they would run with any men that he would put on. Two men who were at hand were put on, and as soon as the striking firemen heard of it, they went back and took their places, and were now at work. Four switch engineers who had left their work day before yesterday reported and asked to be put back, and five more had said they would probably come back after a meeting which was to be held during the day, but he had told them that there would be no places for them.

ILL. CENTRAL.—Mr. Harahan stated that as far as the terminals were concerned, he felt they were in a great deal better shape than yesterday. Six switching engines were at work, partly manned by officers and partly by new men; that some difficulty was had yesterday on account of the suburban engines at South Chicago having been killed, requiring all day to get them ready for service again. The suburban service was in every way in much better shape than yesterday. The fast suburban express trains had been stopped for an hour or more by the switchmen going out, on account of a misunderstanding, but they resumed work again. About 125 cars of perishable freight had been handled, and they expected to catch up with the perishable and stock business to-day. Passenger trains had been sent out on time with full equipment. The switchmen at Kankakee went out at 11 o'clock, but that would cause no trouble. The

men at Centralia had been ordered out, but had refused to go. Men were out at Mounds and Cairo, and fifty-five guards and switchmen had been delivered there to take their places. Some passenger trains were tied up at Cairo and they had not yet been able to get protection to take them out. The men were willing to move the trains as soon as protection could be gotten. Had applied to the Mayor, and the Sheriff and the Governor.

L., N. A. & C.—Had experienced no difficulty with its own employés. Had considerable trouble at Hammond caused by packing-house men who held a train there all night. Passengers were transferred to day train this morning, and the equipment brought back to Chicago.

L. S. & M. S.—Trains were going out and coming in on time, with the exception of some delays at 16th street on account of the mob.

MICH. CENTRAL.—No change in the past 24 hours. No delays to trains on account of the strike, and no apparent uneasiness among the men.

N. Y., C. & ST. L.—Had had no difficulty except at 16th street and the Ft. Wayne crossing in Chicago.

P., F. W. & C. AND P., C., C. & ST. L.—None of the passenger trains on the Pan Handle had been abandoned. All trains were kept moving with some little delay. Switchmen went out at Western Avenue yards, but were being replaced by new men. Had sixty volunteers from their own lines ready to go to work.

WABASH R. R.—The situation had not changed materially. Trains were moving on time or nearly so. Had had some trouble at 31st street. None of its own men had refused to work.

No. Pac. R. R.

The Chairman read several telegrams handed him by the members, among them one from J. W. Kendrick, Gen. Mgr. of the Northern Pacific R. R., addressed to Mr. Ainslie. The Chairman requested Mr. Ainslie to say to Mr. Kendrick that this Association would be glad to do anything it consistently could for his company.

Special Report.

The Chairman then read a report on the situation for the previous day, showing that meetings of employés had been held at Grand Crossing at 2:30, with 1,000 present, three-fourths of whom were Illinois Central shopmen. Also meetings at Archer Avenue, 18th and State Streets, No. 82 Lake Street. That Sovereign claimed to have men ready to strike at the Stock Yards; that switchmen claimed 70 per cent. of their organization would join the A. R. U.; that the engineers were joining the A. R. U. very slowly. Debs and Howard claimed 75 per cent. of the firemen

would join the A. R. U. within twenty-four hours; that they claimed 90 per cent. of the switchmen; 60 per cent. of the brakemen; 25 per cent. of the conductors; 75 per cent. of the brakemen and 80 per cent. of the shop-men. The meeting at Grand Crossing took in 240 new members for the A. R. U., mostly Burnside shop-men. That orders would be issued to tie up the C. & A. at 5 P. M., after which an attempt would be made to tie up the C., R. I. & P. That the Illinois Central engineers held a meeting at which sympathy was expressed for the strikers.

Mr. Harahan stated that after the engineers had had the meeting referred to in the report, a committee had called on him and said they were not in sympathy with the strikers, but that they did not like to run the night trains, that one of the committee afterwards, however, went out on the 8 o'clock train that evening.

The Chairman then stated that the United States District Attorney had received the following telegram from Attorney-General Olney:

"See that the passage of regular trains carrying United States mails in the usual and ordinary way, as contemplated by the Act of Congress and directed by the Postmaster-General, is not obstructed. Procure warrants or any other available process from United States Courts against any and all persons engaged in such obstruction and direct Marshal to execute same by such number of deputies or such posse as may be necessary.

(Signed) OLNEY, *Attorney-General.*"

Also that the United States District Attorney desired the following information:

The name or names of any person or persons who attempt to obstruct the movement or the passage of any train made up, that has in it as part of its make-up a mail car or a car carrying mail pouches, whether they cut off a Pullman car, or a dining car, or any other part of the train that is the regular and usual train in the carrying of the mail, and to be informed in case of any interference by any persons whose names are known, or who can be identified by giving the description of him or them, so that he or they can be pointed out to the officer, and a warrant will be issued for his or their arrest.

The Chairman then stated that the following list of questions had been prepared to be submitted to the representatives of the legal department, whose presence had been requested at the meeting:

1. Shall the railroad companies have criminal prosecution instituted against officers of the American Railway Union under the laws of Illinois as to conspiracies to injure business, or the boycott law of Illinois? If so, what course should be pursued?

2. Shall the railroad companies have parties interfering with interstate commerce prosecuted under the United States act of 1890, and Sec. 5440 U. S. statutes? If so, how?

3. Shall the railroad companies join in expenses to have parties prosecuted for interrupting mail trains under United States statutes?

4. If so, shall it be by information filed by U. S. District Attorney, or by affidavits filed and writs issued by U. S. Commissioners for arrest of particular parties interrupting mail trains?

5. Shall railroad companies sue civilly officers of the American Railway Union and those whom they send to persuade or intimidate employés to quit the service and tie up the business of the railroads?

6. Shall railway companies apply for injunctions to prevent A. R. U. men from going on their grounds or interfering with their men?

7. Shall they apply for mandatory injunctions compelling A. R. U. officers to withdraw orders for strikes?

The foregoing questions were given to the attorneys, who retired to the adjoining room to consider the matters.

Refusal to work with new men.

Mr. Thomas then stated that in view of the fact that he had been informed that the engineers and firemen at the Dearborn Station passenger yard would decline to work with new men, he thought they should be required to make such a statement to him personally, and that he should tell them if they refused to work with new men they might consider themselves out of the service, and wished to know if such action would be in harmony with the views of the Association. The matter was discussed, and it was the sense of the meeting that the course outlined was the proper one to take, and the following resolution was, on motion duly seconded, unanimously adopted:

Resolved, That any employé refusing to perform the duties for which he is employed, shall be discharged.

Police Protection.

Mr. John M. Egan reported that he had called on the Chief of Police and had an extended interview with him, and been informed by him

that protection would be given all roads in Chicago; that the force would be taxed to the utmost, and he hoped the roads would be careful not to call police for any points where not absolutely necessary. Mr. Egan had also had another conference with the Chief of Police, and the inspectors and captains, and they had gone over the situation thoroughly; that he had also had an interview with the Sheriff, who had said that he would furnish all assistance in his power; that within the city limits the sheriff's office ought not to be called upon until the Chief of Police had exhausted his force; that he would appoint as deputy sheriffs all men furnished and guaranteed as good reliable men.

The matter of police protection was discussed at length and it was stated by the Chairman that all requirements for police protection or any complaints about failure on the part of police officers to do their duty, should be reported to Mr. Egan, to be referred by him to the Chief of the Police; that it was preferable that such matters should be handled through Mr. Egan's office.

Bureau of Information.

Mr. Harris reported that Committee No. 3 had made arrangements with Mr. M. E. Ward to take charge of the Bureau of Information, and headquarters had been established in Room 721 of this building (The Rookery).

Report of Com. No. 1.

Mr. St. John reported that Committee No. 1 had established agencies for the employment of men at Toledo, Cleveland, Buffalo, Pittsburg, Philadelphia, Baltimore, New York and Boston, and had asked the General Manager of the N. Y. C. & H. R. R. R. to establish agencies upon his line at points where he thought they would be effective. That the offices established would forward men daily until the situation changed. That we had supplied to the railroads in this Association during the past twenty-four hours, every man required.

First Report of Legal Com.

The Committee of Legal Representatives here sent in by their Secretary the following resolution, with the statement that it had been unanimously adopted by them, and that they would make more full report at the meeting to-morrow:

Resolved, That we advise the General Managers' Association to make arrangements at once for the collection of competent evidence of overt acts committed against the operation of any railroad, being particular to identify and locate the guilty persons and secure statements of reliable witnesses, and also secure evidence connecting such overt acts with the officers of the American Railway Union.

After discussion of the resolution, which was approved, the meeting adjourned until 11 o'clock the following day, June 30, 1894.

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

MINUTES OF SPECIAL MEETING.

CHICAGO, June 30, 1894.

MINUTES of a Special Meeting held at 732 Rookery Building, Chicago, June 30, 1894, at 11 o'clock A. M., pursuant to adjournment from the previous day. Mr. ST. JOHN, Chairman, presiding. Present:

A., T. & S. F., - - -	D. B. ROBINSON, 1st Vice-Prest.
Balt. & Ohio, - - -	R. B. CAMPBELL, Gen. Mgr.
Chi. & Alton, - - -	C. H. CHAPPELL, Gen. Mgr.
Chi. & Erie, - - -	J. C. MOORHEAD, Gen. Supt.
C. & E. Ill., - - -	M. J. CARPENTER, Prest. and Gen. Mgr. O. S. LYFORD, Vice-Prest.
C. & W. Ind., - - -	B. THOMAS, Prest. and Gen. Mgr.
C. & G. T., - - -	A. B. ATWATER, Gen. Supt.
C. & N.-W., - - -	J. M. WHITMAN, Gen. Mgr.
C., B. & Q., - - -	W. F. MERRILL, Gen. Mgr.
C., M. & St. P., - - -	A. J. EARLING, Gen. Mgr.
C., R. I. & P., - - -	R. R. CABLE, Prest. E. ST. JOHN, Gen. Mgr.
Chi. Gt. Western, - -	A. B. STICKNEY, Prest. C. SHIELDS, Gen. Supt.
C. & N. P., - - -	S. R. AINSLIE, Gen. Mgr.
Ill. Cent., - - - -	J. T. HARAHAN, 2d Vice-Prest.
L., N. A. & C., - -	W. H. MCDOEL, Vice-Prest. and G. M.
L. S. & M. S., - -	W. H. CANNIFF, Gen. Supt.
Mich. Cent., - - -	ROBT. MILLER, Gen. Supt.
N. Y. C. & St. L., - -	A. W. JOHNSTON, Gen. Supt. C. D. GORHAM, Supt. JOHN MCKENZIE, Supt. Motive Power.
P., Ft. W. & C., - -	CHAS. WATTS, Gen. Supt.
P., C., C. & St. L., - -	L. F. LOREE, Supt.
Wis. Central, - - -	MR. AINSLIE, of the C. & N. P.
Wabash R. R., - - -	G. S. GOODRICH, Supt.
For the Committees, - -	J. M. EGAN.

The roll was called for statements of the situation.

A., T. & S. F.—No improvement in the situation since yesterday. Engineers and firemen in Chicago yard went out last night at midnight because they would not work with non-union men under protection of the United States marshals. One engine working this morning, and Mr. Egan promises to furnish five or six crews to-day. All trains running between here and La Junta. Seventy-five U. S. marshals stationed at La Junta. At Trinidad a mob took the engineer and fireman off the train and took them up town and beat them badly. At Raton the situation was just as it was yesterday. Expect to have United States troops there to-day. The Atlantic & Pacific is running trains with Pullman cars to Albuquerque, and turning them around and coming back. No one riding in the sleepers. The California Southern and Southern Pacific still tied up.

B. & O.—All passenger trains left the city yesterday on time, and were delayed very little in getting out of the city limits. Local passenger train was stopped at Brighton Park by the C. & N. P. freight train, and was compelled to back up. The engine was surrounded by a mob who threatened the engineer, cut off the air from the train, and threw sand and gravel in the oil boxes and machinery of the engine, and stole the oil cups. The engineer went into the crowd and got his oil cups back, and backed his train up to another switch further south and came up on another track. Had three engines at work in South Chicago yard and two in the switching yard, passenger trains going out nearly on time this morning.

CHICAGO & ALTON.—No marked change. Freight business practically at a standstill by reason of the brakemen refusing to perform their duties. Have made no move to force the issue, and are waiting developments.

CHICAGO & ERIE.—Switchmen, including the engineers and firemen, went out at 51st street last night at 7 o'clock. Passenger trains have all gone as far as Hammond on time. Yesterday a train was delayed at Calumet River draw, and the Pullman cars taken from it by the strikers and run on to a sidetrack by one of the strikers who displaced the engineer. After the train was coupled up again they said it was all right for them to go ahead. The officers had refused to have this done without the sleepers and the train was there yet, and behind it were four other passenger trains. West-bound passenger trains are at Griffith and Crown Point, Indiana. If it were not for the difficulties at Hammond there would be no trouble in moving passenger trains.

C. & E. ILL.—Men in the shops at Danville requested that their pay be advanced to the figure of 1893, and the company discontinue hauling Pullman cars. This demand was refused and they replied that they would

strike at six o'clock. When train No. 5 got there at 4:30 in the afternoon, it was stopped by a mob and was still there with two other trains. No freight moved in any direction. The company is following the same course as Mr. Chappell, waiting for developments. The men all went out, including some operators, coal heavers, car inspectors, call boys, and everything else at Danville and Terre Haute.

C. & W. IND.—Its own trains moving on time, but some of the tenant lines were not able to get their trains off the Western Indiana tracks on account of the blockade at Hammond. The engineers and firemen had concluded, after consultation, to work with the new men.

C. & G. T.—Switchmen in Chicago went out at 10:30 last night. The two operators at the out freight yards and the night round-house men went out at the same time. Passenger trains are carrying regular complement of sleepers.

C. & N.-W.—Passenger service moving without any interruption. All out freight being handled properly. Part of the men in the car shops and machinery department had quit work. Handled in and out of Western Avenue yard yesterday 1,600 freight cars. Brought in no live stock on account of Stock Yards not being able to take care of it.

C., B. & Q.—Passenger trains running as usual. Brought new men in from the road to switch in the yards. Three engine crews at Hawthorne left their engines and were promptly replaced. Have seven engines at work at Western Avenue, Union Street and in the lumber district and are handling all the business they have to handle.

C , M. & ST. P.—Nothing new to report. Men are all at work the same as usual.

C., R. I. & P.—Switchmen at Blue Island left this morning at 7 o'clock, causing some interference with trains. They moved one of the switches and spiked it after the dummy train got onto the main track, which for a short time blocked some of the mail trains, but they had now been moved. Are having some difficulty at the shops by a mob who drove the men out of the round-house. Police protection had been sent for.

CHICAGO GT. WESTERN—Expected trouble with the road engineers. Had trains delayed at Dubuque and Oelwein by mobs of employés and citizens.

C. & N. P.—Freight and passenger trains moving. Suburban trains all running. Two firemen who had gone out a few days ago came back and went to work Experiencing some trouble in getting sufficient police protection. A new fireman was slugged and badly injured as he was leaving the Robey street round-house after putting his engine away. Milk train that usually leaves its cars at Ada street was prevented from doing so

by a mob, and brought the train to the passenger station. The company had all the men necessary.

ILLINOIS CENTRAL.—Not in as good shape as yesterday on the terminals. Some of the suburban trains not running. Passenger trains had been gotten out on time and with regular equipment. Not doing much freight business except perishable. Had some delays at C. & E. I. crossing beyond Kensington on account of tampering with the interlocking system. Yesterday five or six engines were killed, some of them taken from the suburban trains. The mobs still held the trains at Cairo. The United States marshal at Cairo yesterday made a compromise with the strikers and they agreed to let the mail train go out, but when it got to Mounds, four miles from there, it encountered a mob of strikers who stopped the train and took the sleepers off and switched them into the yard and put a lot of freight cars on each side of them. The passengers captured the train and took it on, and the Pullmans were afterwards taken out and put on the vegetable train. Trains from the west coming and going on time with no difficulties. Mr. Harahan had received a telegram saying that the strikers at Cairo had seized an engine and were filling up the main tracks with cars. The work was being done by a band of about thirty strikers. He had been entirely unable to get protection so far. The Governor had sent the Adjutant-General to Cairo and it was hoped that he would order out the militia.

L. N. A. & C.—Switchmen at 49th street went out yesterday at one o'clock without giving notice, also the car repairers. Last night train No. 3, the night train, with 13 cars, four of them sleepers, was stopped at Hammond by a mob estimated at 500 or 600 people, who previous to that time had stopped the Erie train. The sheriff was there with about 30 deputies, but was unable to render any assistance, and the strikers pushed the train on the sidetrack, where it remained. The United States marshal from Indianapolis was there and arrested three of the leaders that had stopped the L. N. A. & C. train 48 hours previous to that time, and they were sent to Indianapolis. Judge Field, who is in charge at Hammond, had telegraphed Governor Matthews for troops. Mr. McDoel had also wired Gov. Matthews, and he replied that he had wired the sheriff to know what the status was, and wanted to know why they did not call on the federal authorities as to the mail train. He had replied to the Governor that they were entitled to protection from the State of Indiana. The sheriff stated that he had informed the Governor of the state of affairs that existed, and that he was unable to afford protection.

L. S. & M. S.—There has been no interruption of business or any trouble of any kind on any part of the main line. Had had engines stopped on their way to the stock yards and were forced to return them to the 43d street yard.

N. Y. C. & St. L.—No delay on account of their own men.

P., C., C. & St. L.—Yesterday they brought in sixty-seven new men; had some difficulty installing them as there were no yardmasters at work familiar with the locations. Were handling all the passenger trains on time, with two engines. Work was being done at Pleasant Street and Boston Street freight houses. At two o'clock an engine was sent to the 39th Street yard and got nineteen cars of Packingtown freight, all there was at that point for them. Found strikers there who threatened to set fire to the cars if they left Brighton Park; as there were some empty cars fired at that point Tuesday it was thought best to take these cars to 39th Street and they went out on Train 32. One local freight and two through freights were brought in. The yard engineers and firemen went out and the Superintendent had a consultation with them. All but four or five were members of the American Railway Union. They were told that unless they reported for work this morning their places would be filled. Normally they worked eleven crews and expected to have the full complement at work to-day. Last night about nine o'clock when the first section of No. 10 came to the I. C. crossing at Riverdale it was stopped by a mob of 200 men. They covered the conductor with a revolver and cut off the sleeper and pushed in into the siding by hand. About three P. M. the operator went down the track and found the mob was gone, and the engine was sent back for the Pullman sleeper, which was put in the train and it proceeded.

P., Ft. W. & C.—Reported no trouble except at Chicago and in the vicinity. Freight trains are practically on time. At ten o'clock the 55th Street yard switchmen went out, saying they had no grievance but were afraid of being hurt. Mr. Watts thought an effort should be made to secure the localities of large buildings, draw-bridges, etc., that would be subject to attack and destruction in case of mobs becoming excited.

Wisconsin Central.—The Chairman read a message from Mr. Whitcomb saying that they were moving passenger trains with regularity, and freight trains fairly well.

Michigan Central.—A committee of switchmen from the Stock Yards, Kensington and Chicago yards had called upon Mr. Miller and wanted to know if the company would protect them to the extent of not handling transfer freight for a few days; that they felt kindly towards the Michigan Central and it ought to favor them to that extent. They were informed that they would be expected to handle all business that was on Michigan Central tracks, no matter where it came from. Upon receiving that answer they said that they would strike at noon to-day.

Wabash R. R.—Passenger trains moving as usual. Last night at seven o'clock the switchmen stopped work at Chicago, and this morning went out at St. Louis, with no notice at either place.

Hon. Geo. R. Peck, Chairman of the committee of legal representatives, said that the committee had had a visit from the United States District Attorney, Mr. Milchrist, who assured them of his co-operation and said that his orders from the Attorney-General were imperative to see that mail trains were moved.

Judge Peck then read the following instructions given by Judge Ross of the United States Court at Los Angeles, California, to the grand jury, prior to their considering the cases of strikers on the Southern California Railroad:

INSTRUCTIONS TO GRAND JURY.

By Judge Ross, United States Court.

GENTLEMEN OF THE JURY:—Under and by virtue of the provisions of the statutes of the United States, all railroads and parts of railroads which are run and operated, are post roads, and every railroad company in the United States whose road is operated by steam is authorized to carry upon and over its road, boats, bridges and ferries, the passengers, troops, government supplies, mails, freight and property on their way from any state to another state, and to connect with the roads of other states so as to form continuous lines for the transportation of the same to place of destination. A railroad which is a link in another line of road for the transportation of freight and passengers into another state or from other states, and from that state to other states, is engaged in the business of interstate commerce, and every organization or conspiracy in restraint of such trade or commerce is by statute declared to be illegal, and all persons so combining and conspiring are by law guilty of the commission of a crime. Congress has passed laws to regulate such crimes, and has provided among other things that any common carrier subject to the provisions of the Interstate Commerce Act, or whenever any such common carrier is a corporation, any director or officer thereof or any receiver, trustee, lessee, agent or person acting for or employed by such corporation, who alone or with any other corporation, company, person, or party shall wrongfully commit or fail to do any act, matter or thing required to be done by the act, or shall cause or wilfully suffer or permit any act, matter or thing so directed or required by the act to be done, not to be done, or shall aid or abet such commission or failure, shall be deemed guilty of a misdemeanor and punished in a certain prescribed way. It is also declared by the statutes of the United States that any person who shall knowingly and wilfully obstruct or retard the passage of the mail is guilty of a crime and will be punished. It is further declared by the United States statutes that "if

two or more persons conspire to commit any offense against the United States and one or more of such parties do any act to effect the object of such conspiracy all of the parties shall be liable to a penalty of not more than ten thousand dollars, or to imprisonment for not more than two years, or to both such fine and imprisonment, in the discretion of the Court."

I charge you, gentlemen of the jury, to forthwith diligently inquire whether any of the laws of the United States to which I have specially called your attention have been violated by any person or persons. You must in the language of the oath which you and each of you took when impaneled as grand jurors, "present no person from envy, hatred or malice, neither shall you leave any person unpresented from fear, from affection, gain, reward or the hope thereof, but you shall present the cases truly as they come to your knowledge, according to the best of your understanding." It is of the first importance that the law be in all cases and at all times maintained. This is especially true in times like the present, when there seems to be abroad in the land a spirit of unrest, and in many instances a defiance of law and order. Every man should know and must be made to know that whatever wrongs and grievances exist, no matter in what quarter, can only be corrected through lawful means, for the great mass of the American people are law-loving and law-abiding, and will not tolerate any high-handed or unlawful attempt to correct wrongs, whether they be real or imaginary. It is true that every man has a lawful right to stop work when he chooses to do so, unless there be a contract that obliges him to continue for a definite time, but no man has the legal or moral right, when in the employment of another, to refuse to do the work he is employed and engages to do, and where such refusal goes to constitute a violation of a law of the United States it is the solemn duty of those charged with its administration to take every step requisite and necessary to its complete vindication.

The Secretary of the Legal Committee then read the committee's report as follows: Report of Legal Departments.

REPORT OF COMMITTEE OF REPRESENTATIVES OF LEGAL DEPARTMENTS.

CHICAGO, June 29, 1894.

TO MR. E. ST. JOHN,

Chairman, General Managers' Association:

DEAR SIR: We submit to you the following report of the proceedings of the meeting of the solicitors of the several roads, held at the request of the General Managers' Association on Friday, June 29th, 1894, to con-

sider the several questions submitted to them by the General Managers' Association:

There were present at the meeting the following gentlemen:

Mr. Geo. R. Peck, representing the A., T. & S. F. R. R. Co.

Mr. William Brown, Chicago & Alton R. R. Co.

Mr. William McFaddon, Lake Shore & Michigan Southern R. R.

Mr. Geo. W. Kretzinger, L., N. A. & C. Ry. Co.

Mr. L. W. Bowers, C. & N.-W. Ry. Co.

Mr. Chester Daws, C., B. & Q. R. R. Co.

Mr. W. H. Lyford, Chicago & E. Ill. R. R. Co.

Mr. W. O. Johnson, Chi. & Erie R. R. Co.

Mr. Burton Hanson, Chi., Mil. & St. P. Ry. Co.

Mr. Kemper K. Knapp, C. & N. P. R. R. Co.

Mr. E. H. Gary, B. & O. R. R. Co.

Mr. Thomas S. Wright, C., R. I. & P. Ry. Co.

Mr. James Fentress and Mr. C. V. Gwin, I. C. R. R. Co.

Mr. C. M. Osborn and Mr. S. A. Lynde, Chi. & Western Ind. R. R. Co.

The meeting was organized by the selection of Mr. Geo. R. Peck as its Chairman and Mr. S. A. Lynde as its Secretary.

The several questions submitted by the General Managers' Association for the consideration of the solicitors were in turn presented to the meeting and considered by it, and it was voted by the meeting to make the following answers to said questions, namely:

1. To the first question: "Shall the railroad companies have criminal prosecution instituted against officers of the American Railway Union, under the laws of Illinois as to conspiracies to injure business, or the boycott law of Illinois? If so, what course shall be pursued?"

The answer agreed upon by the meeting was "Not at present."

2. To the second question so submitted: "Shall the railroad companies have parties interfering with interstate commerce prosecuted under the United States act of 1890 and Section 5440 of the United States statutes? If so, how?"

The answer agreed upon by the meeting was as follows: "Yes, through the United States District Attorney's office under all United States statutes which have been violated."

3. To the third question so submitted: "Shall the railroad companies join in the expenses to have parties prosecuted for interrupting mail trains, under the United States statutes?"

The answer agreed upon by the meeting is "Yes."

4. To the fourth question so submitted: "If so, shall it be by information filed by the United States District Attorney or by affidavits filed and writs issued by the United States Commissioner for arrest of particular parties interrupting mail trains?"

The answer agreed upon by the meeting is: "In such manner as the United States District Attorney shall direct."

5. To the fifth question so submitted: "Shall the railroad companies sue civilly officers of the A. R. U., and those whom they send to persuade employés to quit the service and tie up the business of the roads?"

The answer agreed upon by the meeting is "Not at present."

6. To the sixth question: "Shall the railroad companies apply for injunctions to prevent A. R. U. men from going on their grounds, or interfering with their men?"

The answer agreed upon is as follows: "Yes, by such roads as a committee of seven, to be appointed by the Chairman of this meeting, shall upon consideration advise; and in case any company applies for such injunction, all the other companies represented by the General Managers' Association shall co-operate to secure a successful issue."

7. To the seventh question so submitted: "Shall they apply for mandatory injunction compelling A. R. U. officers to withdraw orders for strikes?"

The answer of the meeting is: "We recommend leaving this question to the discretion of the committee provided for in the answer to the sixth question."

The meeting also adopted the following resolution, of which a copy has already been presented to your Association:

"*Resolved*, That we advise the General Managers' Association to make arrangements at once for collection of competent evidence of all overt acts committed against the operation of any railroad, being particular to identify and locate the guilty persons and secure statements of reliable witnesses of such overt acts; and also secure evidence connecting such acts with the officers of the American Railway Union."

Yours very respectfully,

GEO. R. PECK,
Chairman.

S. A. LYNDE,
Secretary.

We desire also to submit the following supplemental report:

The Chairman appointed as members of the committee of seven the following gentlemen: Mr. Bowers, of C. & N.-W., Chairman; Mr. Wright, of C., R. I. & P.; Mr. Brown, of C. & A.; Mr. Gwin, of I. C. R. R.; Mr. W. O. Johnson, of C. & Erie R. R.; Mr. Egan, of A., T. & S. F. R. R.; Mr. Gary, of B. & O. R. R.

It was also resolved that the meeting submit in addition to its report the accompanying statement:

GENTLEMEN: That our answers to the questions asked may not be misunderstood, we desire to add:

That we think the action taken by the strikers is a violation of both the Federal and State laws, but think the action which can be had under the Federal laws will be more speedy and efficacious. At the same time, wherever violence or intimidation can be proved, all who can be shown to have participated or advised it should be immediately prosecuted, under any and every law applicable to the case; and the Association should lend its assistance to the several companies who shall have occasion to institute such proceedings and to the proper officers of the law whose duty it is to prosecute offenses against the law.

We do not advise a prosecution by the associated roads founded on the general concerted action of the strikers; because we do not think the time ripe for the commencement of that action, or the evidence sufficiently complete in that regard.

As to the civil actions in the form of injunctions, each road can best appreciate its own necessities, and they should have full liberty to proceed as they may deem proper; and any and all proceedings which they shall institute on approval by the committee appointed should be carried on at the common expense of all the companies.

The purpose of the appointment of a committee was that the laws applicable to the situation might be carefully examined and advice and assistance promptly rendered to any of the attorneys who should have prosecutions, either civil or criminal, in charge, and also that a proper understanding may be had with the prosecuting attorney and other officers of the law controlling criminal proceedings.

It was moved and seconded that the report be received and approved by the Association. Carried unanimously.

Mr. St. John reported for Committee No. 1 that, up to this time, every demand upon it for labor had been supplied.

Com. No. 3.

Mr. Egan stated that he had had a conference with the Chief of Police, who had stated that if the roads would furnish the number of the star of any policemen who refused to do their duty, they would be removed from the force. He requested that the railroads should furnish meals to

policemen who were at points where they were unable to get back to the stations to obtain them. The Chief of Police had expressed a willingness to put policemen on trains both incoming and outgoing, for the purpose of obtaining names and arresting those who interfered with the passage of trains.

After further discussion of the situation the meeting adjourned to the following day, July 1st, at 11 o'clock, A. M.

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

GENERAL MANAGERS' ASSOCIATION.

MINUTES OF SPECIAL MEETING.

JULY 1, 1894.

MINUTES of a Special Meeting held at 732 Rookery Building, Chicago, July 1, at 11 o'clock A. M., pursuant to adjournment from the previous day. Mr. ST. JOHN, Chairman, presiding. Present:

A., T. & S. F.,	D. B. ROBINSON, 1st Vice-Prest.
B. & O.,	R. B. CAMPBELL, Gen. Mgr.
Chi. & Erie,	J. C. MOORHEAD, Gen. Supt.
C. & E. Ill.,	H. H. PORTER, Chairman of Board. O. S. LYFORD, Vice-Prest.
C. & W. Indiana,	B. THOMAS, Prest. & Gen. Mgr.
C. & G. T.,	A. P. ATWATER, Gen. Supt.
C. & N.-W.,	J. M. WHITMAN, Gen. Mgr.
C., B. & Q.,	GEO. B. HARRIS, Vice-Prest. W. F. MERRILL, Gen. Mgr.
C., M. & St. P.,	A. J. EARLING, Gen. Mgr.
C., R. I. & P.,	R. R. CABLE, Prest. E. ST. JOHN, Gen. Mgr. T. S. WRIGHT, Gen. Atty.
Chi. Gt. Western,	A. B. STICKNEY, President. C. SHIELDS, Gen. Supt.
C. & N. P.,	S. R. AINSLIE, Gen. Mgr.
Ill. Central,	J. T. HARAHAN, 2d Vice-Prest.
L., N. A. & C.,	W. H. MCDOEL, V.-P. & Gen. Mgr.
L. S. & M. S.,	JOHN NEWELL, Prest. & Gen. Mgr. W. H. CANNIFF, Gen. Supt.
Mich. Cent.,	ROBT. MILLER, Gen. Supt.
N. Y., C. & St. L.,	A. W. JOHNSTON, Gen. Supt. R. C. BELL, Counsel.
P., F. W. & C.,	CHAS. WATTS, Gen. Supt.
P., C., C. & St. L.,	L. F. LOREE, Supt.
Wis. Central,	Mr. AINSLIE, of the C. & N. P.
Wabash R. R.,	By Mr. THOMAS, of the C. & W. Ind.
For the Committees,	JOHN M. EGAN.

The reports of the members on the situation were called for in turn.

A., T. & S. F.—Situation in Chicago about the same as yesterday. All passenger trains running in both directions with full equipment, and practically on time. Road engineers had held a meeting, and decided that passenger engineers should continue, but that freight engineers should decline to work, and the Company had been trying to call freight men all night, and when they could not be found they were discharged.

At Kansas City the situation was improved. The engineers and firemen who had gone because new switchmen had been put in, notified them that they would go to work Monday, but the Company had replied that their places were filled. The line is open from Chicago to Denver and Grand Junction, the strikers having given in at Grand Junction and let the Santa Fe and the D. & R. G. trains out.

The situation on the Atlantic & Pacific, where 815 miles of road had been tied up, was much improved, owing to the Court proceedings at Albuquerque. Had had three local officials of the A. R. U. arrested and put in jail. They were out on bail, but it had had a beneficial effect on the balance of the strikers. The firemen, who had been giving the most trouble, had given notice that they would go to work, and this morning they had information that the balance of the men on the A. & P. would go to work.

Southern California still tied up. Judge Ross's decision would put it in better shape.

B. & O.—Passenger trains running practically on time, with full equipment. The strikers seemed to have had knowledge of the location of new men in an incoming train and stoned the car they were in. A freight train that started east about dark was attacked by strikers just this side of city limits and the engineer compelled to sidetrack his train. Nearly all the cars were sent on east in about an hour. All would have been sent but for the fact that the strikers had robbed them of coupling pins. One striker had been arrested by the police. Also one of the Company's engineers, for drawing a revolver to defend himself. He had been released.

Debs had ordered a strike by telegraphing to an engineer and conductor at Garrett who were members of the A. R. U. It had not developed yet what the result would be. All of the trainmen, engineers and firemen were apparently with the Company. Business had been handled along the line just as usual, except that out of Chicago; mail had been put at the rear of the train.

CHICAGO & ERIE.—On account of the defection of switchmen in Chicago no freight business was being done west of Hammond. Outside of that they were doing a normal amount of business. Trains had been released at Hammond by the strikers being called off. Since then trains

were running in and out without delay. 8:45 train last night cancelled on account of not having the equipment here. Trainmen say the Company will have their hearty support in everything that is in their line of duty.

C. & W. IND.—Trains that arrive at the junction points are brought in all right, and trains starting out of Dearborn station are run to the terminals without delay.

CH. & G. T.—Firemen, freight conductors and brakemen went out last night at midnight, consequently were unable to move two through passenger trains after arrival at Battle Creek, the engineers being unwilling to go out with new men. Engineers are holding meeting now, and the older men are trying to get the others to do their work. The Chief of the Firemen's Brotherhood is also trying to get the firemen back.

C. & N.-W.—Up to last night had moved all freight and passenger trains regularly, but last night four or five freight trains were made up and did not go out on account of firemen and brakemen. Men were having meetings to-day to determine what course they would pursue. Were doing as little freight business as possible to-day. Some of the men had been working night and day and were nearly tired out. Yesterday evening the Quartermaster at Fort Sheridan had asked for a train from Fort Sheridan to Hammond, and the train was made up ready to start from Milwaukee when the order was cancelled by the Quartermaster.

C. B. &. Q.—Nothing new to report. Had all the men needed. Had a message from Mr. G. W. Holdredge, of the B. & M., saying he had had no trouble.

C. M. & ST. P.—The switchmen at Western Ave. received orders from Debs, to strike, and they had had several meetings without determining what course they would pursue. At Minneapolis all of the switchmen went out, and a few of the car repairers. At Milwaukee the men had not gone out and say they do not propose to. The St. Paul road, being what is known as a Federated road, it would require the consent of five unions to declare a strike. Last night one train which runs to Michigan was consolidated with a St. Paul train that left later. Other trains left as usual, except some short trains running only fifteen miles or so.

C., R. I. & P.—Mr. St. John reported the situation on the Rock Island as worse than heretofore. A train was derailed at Blue Island, and the mob prevented the track from being cleared, thereby holding several trains at Joliet eastbound and preventing the westbound trains from proceeding. Mob at Blue Island, 53d, 51st and 46th streets would not allow switches to be thrown and engines could not be gotten to or from the roundhouses. Had about 50 United States marshals and deputy sheriffs at Blue Island last night, but they were unable to do anything in the way of protecting the men while clearing the tracks or moving trains. Switchmen and firemen are all out and one engineer has left his post. Have had

no trouble so far with engineers and brakemen. Merwin, who threw the switch at Blue Island, and two firemen had been arrested, and would be examined before U. S. Commissioner Hoyne. Merwin is already under $15,000 bonds by the State. Making no effort to do anything, thinking it advisable to remain quiet; but if men refuse to go to work to-morrow will fill their places.

CHI. GREAT WESTERN.—Passenger trains moving practically on time with regular equipment. The only interference since last report was at the Union Depot at St. Paul, where the mob kept the train out of the depot by throwing the switch and greasing the rails. Not moving any freight trains but intend to resume to-morrow morning. Expect to get quite a number of old men back. Are working one engine at Chicago. Employed eight new engineers yesterday, and ten new firemen. The situation on the whole is improved. Have a full force of switchmen, enginemen and firemen for the engines at Chicago, and intend to start them to-morrow.

C. & N. P.—Service uninterrupted. Freight and passenger and suburban trains running on time. Freight is handled by new men, new engineers and firemen. On suburban trains the old engineers are working with non-union firemen and assure Mr. Ainslie they will continue to work. Chicago & Calumet Terminal men notified Mr. Ainslie that the road was tied up, and as the business was very light, he had issued an order discharging every man on the road excepting watchmen enough to look after the shops and station houses. He had received a request to withhold the order until a delegation representing all of the employés could come up and meet him, and he had done so.

ILLINOIS CENTRAL.—Passenger trains had been getting out of the station on time, with full equipment. Got in one freight train this morning and one passenger train, which had gotten through Cairo, and contained two or three trains that had been tied up there. Doing nothing in the suburban service because the firemen have refused to fire their engines, pretending to be afraid. Tha suburban engineers say they will not go out with new firemen. Mr. Harahan immediately sent over to Mr. Egan and he promptly sent over 10 firemen and 10 engineers, and he was about to start them to work in the suburban service and on the switch engines, when the engineers asked him to postpone it, which was done. Had to put one of the foreman on the Cincinnati train as fireman this morning. Are expecting trouble with the engineers and firemen.

Everything clear on the main line between Chicago and New Orleans, excepting at Cairo. When the strikers heard that the Mayor had concluded to ask the Governor for troops, they went to the Assistant Adjutant General who was there, and the United States Marshal and made an arrangement to let the mail trains go out; and a train was gotten out in each direction, each containing three or four trains which had been held

there. The strikers claimed that the I. C. Co. had violated the agreement and had refused to let any more trains go out. The Company was not a party to the compromise. The strikers had assaulted the Superintendent and injured him badly. The strikers had another meeting this morning with the Adjutant General and fixed up another agreement, and the trains were again running. There seems to be nobody who is able to control the mob there for any length of time. The mob is composed more of citizens than of strikers. Seventy-seven men had been sent from here, armed, but it was thought that it would be dangerous to hold them there, and they were taken to Fulton, Kentucky. An injunction was being asked for, and as soon as that was obtained, the armed men would be brought to Cairo, and an effort made to move freight, which seems to have been omitted from the agreement. Three leaders of the Cairo strikers had been arrested and were being taken to Springfield to the United States Court. They had also had arrested here a conductor who threw a switch in front of the New Orleans limited train yesterday at Riverdale, and he was in jail. Had also arrested the man thought to have thrown the switch in front of the Diamond Special at Grand Crossing, and six others who took a hand-car from Kensington and went down to Harvey and destroyed the signals there at the interlocker.

The strikers ditched the Diamond Special at Grand Crossing. They also stopped No. 23, the New Orleans fast mail, and cut loose the mail car and baggage and express car and one coach, and forced all the passengers into it, and told them to get out of there. The engineer was glad to get out, but he was held by orders at Harvey. An engine was taken down and got the coaches and baggage car of the Diamond Special and went down and took the balance of the New Orleans train at Riverdale and got it to the other part, and it went on about 3 o'clock this morning, so that now they were free from trouble. Still have the engine off the track, that ran off the de-rails at the C. & E. I. crossing, also this Diamond Special engine and one at Homewood.

The Company had served a notice on the Mayor of Chicago under the statute, asking him to protect their property.

L., N. A. & C.—New men were put in the 49th street yard. Car repairers had gone out, but had agreed to return if they could be protected from the mob. The situation at Hammond was very much improved. One of the three men arrested the day before yesterday and taken to Indianapolis, was the chairman of the organization at Hammond. He was released on bail and went to see Governor Matthews, who had finally decided to order troops to Hammond. He told the Governor if he would wait until he returned to Hammond it would not be necessary, and the Governor consented. He returned to Hammond and ordered the men to disperse, which they refused to do, but when they heard of a special com-

ing with the U. S. marshal, and also by some means they ascertained that the United States troops were to be sent there, they concluded to disperse, and released the Erie trains, and did not molest the L., N. A. & C. trains. The marshal has made some additional arrests there this morning.

L. S. & M. S.—No trouble with through trains. Night switchmen went out at 3 o'clock last night, and the day force did not come on. No trouble so far with engineers and firemen or any of the road men.

MICHIGAN CENTRAL.—Switchmen at Chicago went out at noon yesterday. Since that time passenger trains have been handled the same as usual, with no interference from strikers. Had had no disaffection of the employés of the road. The yardmaster at Michigan City had received a dispatch from Debs, asking him to go out, but he had refused.

N. Y., C. & St. L.—Mr. Johnston said that yesterday they had no intimation that they were to be dragged into the difficulties, but about 4 o'clock a committee composed of one outsider, one switchman and one fireman went to the Master Mechanic at Stony Island and demanded the reinstatement of two discharged firemen who went out of the service two months ago because of reduction in forces, and had joined the A. R. U. A delegation had come over from the Stock Yards and held a meeting near the N. Y., C. & St. L. shops, and dragged their men in, and at 8:45 the men stopped work, but afterwards the switchmen concluded the strike was not regular, and went to work. A man had come into the offices of the company in Chicago, who had a letter introducing him to the switching in the Nickel Plate yard, saying that any action of his which would involve the N. Y., C. & St. L. men in the trouble would be recognized and approved by the A. R. U., and that they will be sustained. He told one of our men that our men were going out at half-past twelve Monday, and I am told this morning that if the firemen's grievance is adjusted satisfactorily, they will take up the grievance that I am a member of this Association. They want some excuse for calling us out, and I expect before morning we will be involved.

P., C., C. & ST. L.—At 3 o'clock yesterday afternoon freight train 80 was stopped at Riverdale, and the side rods of the engine taken down, and the fire drawn. Subsequently the side rods were coupled up and the fire started in the engine and the strikers, after putting the cars away on the siding, coupled the engine to the caboose and ordered the train crew to go back to the city. As soon as the main track was clear the Accommodation No. 4 held at Calumet was moved east without molestation. Other trains were held at Riverdale; a sleeper taken off and pushed on the siding by hand and the drawbars taken out. About midnight twenty-three U. S. marshals were started to Riverdale. The mob dispersed at 2:30 before the special train containing the marshals arrived.

The damaged sleeper was fixed up and the other delayed trains were gotten out.

C. & E. ILL.—Not much change in situation since yesterday. The regular Nashville train had been stopped at Danville by a mob and was there yet. It was being run by a new engineer and fireman. There seemed to be no efficient force there to protect the train. Messages had been sent to the United States Marshal and to the Governor at Springfield. Last night the strikers drew the water out of the tanks at the Calumet river and disconnected the signals to the bridge and carried off the lamps.

P., F. W. & C.—Have had no trouble with mobs as yet. Had avoided several attempts by sending trains over different tracks from the ones customarily used, or by holding trains and reporting them as abandoned until the mob dispersed.

WABASH RY.—Mr. Thomas reported that the engineers and firemen between Chicago and St. Louis were out, and that the freight conductors and freight brakemen at Decatur were also out.

WISCONSIN CENTRAL.—Mr. Ainslie reported that all the passenger trains were gotten in and out of Chicago, and handled 145 freight cars in and out yesterday, without interruption. Had seven excursion trains out this morning, with ten to fifteen cars. Between Chippewa Falls and St. Paul the road is having some difficulty with firemen deserting them, and some brakemen, but they are filling the places promptly and getting trains through.

Report of Com. No. 1.

Mr. St. John reported in behalf of Committee No. 1 that every demand upon it for men had been supplied, and that there were a large number on hand, including brakemen, firemen, engineers, towermen, conductors and switchmen, and that by to-morrow morning a hundred additional men would be here from the east, and still another hundred by to-morrow night; that parties were leaving New York, Philadelphia, Boston, Baltimore and Pittsburg to-day; that the committee would continue to have these men come until they saw evidences that they would not be needed.

General Managers' Association at St. Louis.

The Chairman stated that he had a communication from Mr. Hays of the Wabash, stating that W. H. Gays had been put in charge of matters at St. Louis, and requesting that such information as can be furnished

from day to day should be given, and he in turn would communicate with this Association.

The Chairman read the following message from the superintendent of the U. S. Y. & T. Co.:

We are taking care of all Packingtown freight tendered us by the roads, and are getting out Packingtown freight for such roads as are prepared to receive it.

R. FITZGERALD.

Mr. Lyford of the C. & E. I. stated that he was in receipt of a telegram stating that the District Attorney at Indianapolis had instructed the United States Marshal to go to Terre Haute at once with a sufficient force of deputies to move the C. & E. I. train that was tied up there.

Report of Legal Com. of 7.

Mr. Bowers, the Chairman of the sub-committee of the Attorneys' organization, reported as follows:

It was the unanimous opinion of the Committee that injunction suits should be begun by the individual roads, each of them, as soon as the situation would justify it, which situation seems to have arrived with most of them. The Monon procured an injunction yesterday from Judge Woods in Indiana; the Michigan Central has filed its bill for the purpose of getting an injunction, but did not get it because of the lateness of the hour when the bill was filed and the absence of the Federal judge. The Illinois Central is preparing to file a bill. The North-Western proposes at once to file a bill; the Rock Island, it was understood, proposes to file a bill; the B. & O. also has that in mind. In addition to these individual suits, which may be added to by other companies, it is believed that the District Attorney, unless ordered to the contrary, will bring a bill in behalf of the United States to enjoin these interferences: First, with mail trains; second, with interstate trains—that is, trains doing interstate business; and, third, with the interference with interstate commerce not in transportation.

We have reached the conclusion that this question is not merely one of interference with interstate transportation, but with interstate business, which cannot go on unless interstate transportation makes it possible, and

we think and hope that very speedily the government will file a bill of that nature at its own instance and in its own name, in addition to our individual suits.

The committee thought that it would not be wise to attempt the arrest of the officials previously discussed at the present time.

Hon. Geo. R. Peck read the following opinion by Judge Ross, of the United States Court at Los Angeles, in granting an injunction upon a bill filed by the Southern California Railway, a railway not in the hands of a receiver, and hence applicable to the present situation here :

LOS ANGELES, CAL., June 30, 1894.

Opinion by Judge Ross.

Judge Ross, in his opinion granting injunction after stating facts as disclosed by his bill, says: "Undoubtedly in the absence of a valid existing contract obligating the defendants to remain in the employment of the complainant company, they would ordinarily have the legal right to quit the employment and cease work at any time. But the bill alleges that the defendants continue in the employment of the complainant company and yet refuse to perform their regular and accustomed duties as such employés, and it further shows that such refusal subjects and will continue to subject the complainant to a multiplicity of suits and to great and irreparable damage, in that there is an existing valid contract requiring complainant to attach a Pullman car or cars on all its through trains for the carriage of passengers and the mail, and also retards and interrupts the complainant in the transmission of the United States mail and the interstate commerce aforesaid. It is manifest that for this state of affairs the law, neither civil nor criminal, affords an adequate remedy. But the proud boast of equity is *Ubi jus, ibi remedium.* It is the maxim which forms the root of all equitable decisions. Why should not men who remain in the employment of another, perform the duties they contract and engage to perform? It is certainly just and right that they should do so or else quit the employment. And where the direct result of such refusal works irreparable damage to the employer, and at the same time interferes with the transmission of the mail and with commerce between states, equity, I think, will compel them to perform the duties pertaining to the employment so long as they continue in it. If I unlawfully obstruct by a dam, a stream of flowing water, equity, at the suit of the party injured, will compel me by injunction, mandatory in character, to remove the dam, and prohibitory in character from further interfering with the flow of the stream. And if I unlawfully erect a wall shutting out the light from another, equity will compel me to tear it down and to refrain

from further interference with the other's rights. It is true that such cases are not precisely like the present one, yet the principle upon which the court proceeds in such cases is not substantially different. And if it be said that there is no exact precedent for the awarding of an injunction in the present case, I respond in the language of the court in the case of Toledo, etc., Ry. Co. vs. Pennsylvania Company, 54 Fed. Rep., 751: 'Every just order or rule known to equity courts was born of some emergency, to meet some new conditions, and was therefore, in its time, without precedent. If based on sound principles, and beneficent results follow the enforcement, affording necessary relief to the one party without imposing illegal burdens on the other, new remedies and unprecedented orders are not unwelcome aids to the chancellor to meet the constant and varying demands for equitable relief.' Moreover, the rights of the public in a case of this sort should be considered. 'Railroads,' said the Supreme Court in the case of Joy vs. St. Louis, 138 U. S., page 50, 'are common carriers and owe duties to the public. The rights of the public in respect to these great highways of communication should be fostered by the courts, and it is one of the most useful functions of a court of equity that its methods of procedure are capable of being made such as to accommodate themselves to the development of the interests of the public, in the progress of trade and traffic, by new methods of intercourse and transportation.' For the reasons thus hastily and briefly stated, I shall award an injunction requiring the defendants to perform all of their regular and accustomed duties so long as they remain in the employment of the complainant company, which injunction, it may be as well to state, will be strictly and rigidly enforced.

(Signed) "ROSS,
"*District Judge.*"

The meeting adjourned to the following day at 11 A. M.

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

GENERAL MANAGERS' ASSOCIATION.

JULY 2, 1894.

MINUTES of Special Meeting held at 732 Rookery Building, Chicago, July 2, 1894, at 11 o'clock A. M., pursuant to adjournment from the previous day. Mr. ST. JOHN, Chairman, presiding. Present:

A., T. & S. F., - - -	D. B. ROBINSON, 1st Vice-Prest.
B. & O., - - - -	R. B. CAMPBELL, Gen. Mgr.
Cal. & Blue Island, - -	W. G. BRIMSON, Prest. and Gen. Mgr.
Chi. & Alton, - - -	C. H. CHAPPELL, Gen. Mgr.
Chi. & Erie, - - -	J. C. MOORHEAD, Gen. Supt.
Chi. & E. Ill., - - -	H. H. PORTER, Chairman. O. S. LYFORD, Vice-Prest.
Chi. & W. Ind., - - -	B. THOMAS, Prest. and Gen. Mgr.
C. & G. T., - - -	A. B. ATWATER, Gen. Supt.
C. & N.-W., - - -	J. M. WHITMAN, Gen. Mgr.
C., B. & Q., - - -	GEO. B. HARRIS, Vice-Prest. W. F. MERRILL, Gen. Mgr.
C., M. & St. P., - - -	A. J. EARLING, Gen. Mgr.
C., R. I. & P., - - -	E. ST. JOHN, Gen. Mgr.
Chi. Gt. Western, - -	C. SHIELDS, Gen. Supt.
C. & N. P., - - -	S. R. AINSLIE, Gen. Mgr.
Ill. Central, - - - -	J. T. HARAHAN, 2d Vice-Prest.
L., N. A. & C., - -	W. H. MCDOEL, Vice-Prest. and G. M.
L. S. & M. S., - - -	W. H. CANNIFF, Gen. Supt.
Mich. Central, - - -	ROBT. MILLER, Gen. Supt.
N. Y., C. & St. L., - -	A. W. JOHNSTON, Gen. Supt.
P., Ft. W. & C., - -	CHAS. WATTS, Gen. Supt.
P., C., C. & St. L., - -	
U. S. Y. & T. Co., - -	JAS. H. ASHBY, Gen. Supt. R. FITZGERALD, Supt.
Wis. Central, - - -	By MR. AINSLIE, of the C. & N. P.
Wabash R. R., - - -	By MR. THOMAS, of the C. & W. Ind.
For the Committees, - -	JOHN M. EGAN.

The roll was called for statements by the various members:

A., T. & S. F.—Situation is somewhat improved since yesterday. All passenger trains are running with full equipment between Chicago and Grand Junction in both directions. Got out three freights and one in, notwithstanding the freight road men passed resolutions Saturday night that they would not run. The situation at Trinidad was serious yesterday. Had two trains there which had been there three days. Seventy-five U. S. Marshals went there from Denver and were disarmed by the mob, which tore down the order of Judge Halleck which had been posted on the bulletin. Wired these facts to Washington, and United States troops are on their way now from Denver to Trinidad. Trouble is expected at Raton, where six trains are tied up. Have 250 U. S. Deputies sworn in from various parts of New Mexico, who are thoroughly armed and are an energetic class of people, and expect them to disperse the mob.

BALTIMORE & OHIO.—All trains arrived practically on time. Train No. 7, carrying fifty-two new men, was surrounded by the mob at Chicago Junction. After the train started, someone put a coupling pin in the guides of the locomotive and disabled it so that that side had to be taken down. Yesterday evening one of our employés returning from the Empire slip to the Central station for his supper was captured by two strikers and badly beaten, and when the strikers were arrested they displayed credentials from the U. S. Marshal and were released by the police. These facts have been reported to the U. S. Marshal. They will be attended to. At Chicago Junction, 280 miles from here, about one-half of the force in the machine shops went out, but that did not disable them.

CALUMET & BLUE ISLAND.—Has no trouble on its tracks, but the same uneasiness prevails as in other yards.

CHICAGO & ALTON.—Reports the situation considerably better than yesterday. Passenger trains between Chicago and St. Louis all went through on time yesterday and last night. Also passenger trains between St. Louis and Kansas City. Blockade at Slater was raised during the night by U. S. Marshal from Kansas City. New firemen were being put in place of those who refused to pull the Pullman cars.

CHICAGO & ERIE —Passenger trains are all moving as usual about on time. Not attempting to do any freight business at this end of the line. Word just received at Marion, Ohio, where the Erie is crossed by the Hocking Valley, that that road is having trouble by its trains being held up and not being allowed to take the sleepers given them by the Erie for the Norfolk & Western. They have called upon the sheriff for protection and the Erie has directed its Superintendent to do likewise.

CHICAGO & EASTERN ILLINOIS.—Situation at Danville remains the

same as yesterday. Two or three thousand men, including miners, surrounding the trains. The Nashville limited started out at half-past four yesterday, arrived at Danville late and was stopped there. Soldiers are on their way to Danville and expect to leave Decatur at 10 o'clock this morning and will probably disperse the mob. Have been tied up the same way at Terre Haute. Some of the men are loyal, but they claim to be afraid to go out. Sent some new men there by way of Indianapolis with U. S. marshals from Indianapolis and expect trains are moving by this time.

CHICAGO & WESTERN INDIANA.—All but two of the nine interlocking towers are in operation. Trains of tenant lines not delayed except that trains have been stoned at the 35th Street viaduct.

CHICAGO & GRAND TRUNK.—Passenger trains are tied up at Battle Creek, and have three more on the way there this morning. Firemen run that far all right and then refuse to go out again, and the engineers will not go out with new firemen. Mr. Egan is furnishing some new engineers, and intend to raise the blockade this afternoon. Not making any attempt to handle freight until after the passengers are moved. Trouble expected with operators: some of them have already gone out.

CHICAGO & NORTH-WESTERN—All freight traffic in and out of Chicago was suspended over Sunday. Passenger traffic has been continued without interruption. Freight trains will be sent out this morning. Have had no difficulty in carrying out any work they have undertaken. What difficulty has occurred has been confined to individual cases where men have been intimidated or have been overcome by persuasion. Had received a call from committee of firemen, who notified him that they would not work under police protection nor with "scabs." They were told that they would be protected, but that those men who went out would be discharged. They went back without reply. Have made fourteen arrests since yesterday morning.

CHICAGO, BURLINGTON & QUINCY.—Passenger trains arriving and departing on time. Did not attempt to do any freight business yesterday, but brought in 465 carloads of stock this morning, and at 10:45 377 cars had been unloaded in the stock yards. All but one train had gone in. They had no difficulty in unloading at the stock yards. They were handled by the yardmaster and general superintendent. There were large crowds of people strung all the way from Western Avenue to the stock yards and some little attempt was made in the first place to stop the trains, but they finally got through all right and everything is working along very smoothly. It is understood that the A. R. U. are endeavoring to organize on C., B. & Q. between here and Burlington.

CHICAGO, MILWAUKEE & ST. PAUL.—All of the switchmen at Chicago, except those engaged in passenger switching, went out on Satur-

day night; have been holding meetings ever since and have not yet reached a decision, although they were still out. Are running passenger trains into and out of Chicago on time, with the exception of a few suburban trains, which have been abandoned.

CHICAGO, ROCK ISLAND & PACIFIC.—Situation on the Rock Island road is bad. Strikers defeated the efforts of the marshals and the sheriffs at Blue Island, there being a mob of 2,000 strong at that point. The Second Regiment has been ordered to go there. Having no trouble west of Joliet nor west of the Missouri River. East of the Missouri River discontinued the moving of freight and some of the passenger trains. Have not run any dummy trains since June 30th on account of the blockade at Blue Island.

CHICAGO GREAT WESTERN.—Reports some improvement. Passenger trains running as usual with Pullman equipment. On some divisions the old engineers and conductors are running with new firemen and brakemen. There are plenty of firemen to be had.

CHICAGO & NORTHERN PACIFIC.—Has full complement of switchmen and is running its suburban trains. An excursion train was stoned last night in Jefferson Street, and had now discontinued running suburban trains after dark on account of the safety of employés. The Calumet Terminal employés had asked for another delay, but he had not yet had an interview with them. That road was doing nothing.

ILLINOIS CENTRAL.—At Chicago in about the same position as yesterday. Trains going through Cairo all right. Last night had some difficulty in getting firemen to take out passenger trains. Seemed to have changed their minds between seven and half past eight o'clock, after having said they would go out on the train. Finally put on one old fireman and provided another for one of the other trains. No suburban trains are running. An engineer was driven from his engine at Harrison street, and in jumping off fell down and broke his arm.

L., N. A. & C.—Passenger trains running on time. No difficulty at Hammond except that strikers are stealing brasses from the freight cars. Not able to operate the yards at 49th street on account of the attacks of the strikers.

L. S. & M. S.—No interruption of either freight or passenger traffic, except on limited suburban service. Were unable to run one of the trains to the stock-yards. Handled 280 cars Saturday and 231 Sunday. Freight switchmen are out with the exception of about five men. With their assistance and that of the yardmaster, have been able to handle all business so far. Learn that there is some uneasiness among the engineers.

MICHIGAN CENTRAL.—Trains have all left and arrived about on time. Have been able to handle all the freight traffic so far. Had just received a telephone message that the switch engineers had declined to do any work

with new men. Saturday at Kensington two or three switchmen went to one of the switch engineers and intimidated him by telling him he must get off his engine, and if he did not he would never be able to get anything to eat again in Kensington, and other threats, and made him take his engine to the house. They immediately sent some U. S. deputies there with an engine and got warrants for those men and succeeded in finding one of them and putting him under arrest, and are trying to find the other three to-day.

N. Y., C. & St. L.—No employés have yet refused to do their duty. The matter of the two discharged switchmen spoken of yesterday had come up again. A meeting of the men had also been held, including all branches of the service, yard men, shop men, road men, engineers and firemen, conductors and brakemen. They had voted to drop the matter of the firemen, but they voted that they would not deliver cars to boycotted roads or roads in trouble, or work with new men, or go to the stock yards when the strike was on. If the men refuse to work they will be suspended.

P., F. W. & C.—Have not yet had any great amount of trouble, attacks on the Pennsylvania system being confined to the Pan Handle. Committees were at work organizing A. R. U. men in Pittsburg and Fort Wayne. This morning a committee of switchmen from the Fort Wayne had come in and expressed their loyalty to the company, but that they did not want to work under certain conditions. Had another committee of engineers saying they had decided to work on their engines with any officers of the road, but had not passed on the question of whether they would work with new men. Mr. Watts had inquired and found that two of the firemen who were on the committee belonged to the A. R. U., and he had asked them to resign and save him the trouble of dismissing them.

P., C., C. & St. L.—Situation improved. Company intends to take more aggressive action on the 5th.

Wabash R. R.—Switchmen out at Decatur. Three passenger trains were gotten out of Decatur yesterday, two west and one north, with new engineers and firemen. All passenger trains on the Detroit Division running. No freight being moved on either St. Louis or Detroit Divisions. Troops have been called for to go to Decatur and have been ordered to that point by the Governor. Stones have been thrown at the new engineers at different points on the line, but no other depredations are being committed upon the trains or property of the company. No trains in or out of Decatur to-day.

U. S. Y. & T. Co.—Friday night (June 29) at 6 o'clock the men all quit—flagmen, switch tenders, number takers, engineers, firemen and switchmen. Worked with one engine up to the present time without

being molested. The engine was worked by the master mechanic, the general yardmaster and Mr. Fitzgerald, superintendent. The L. S. & M. S. took out a train yesterday and the C., B. & Q. a train of beef today and everything seemed to be very quiet. Only three or four men altogether connected with the railroad department.

The Chairman stated that the Association had been put in possession of a message from the U. S. Y. & T. Co. stating that it was in position to handle freight tendered and at the request of the Association he had telegraphed last night to Mr. Sherman asking if he would guarantee to do that, and Mr. Sherman had replied this morning that they were handling live stock and doing switching in Packingtown, and expect to handle Packingtown products delivered to them, but could not guarantee anything. The Chairman also stated that if the Stock Yards Company needed any switchmen or enginemen the Association would furnish them.

Reports were read to the effect that it was the intention to call out the Michigan Central and the Lake Shore men. A meeting of Chicago & North-Western engineers, firemen, shopmen, trackmen and brakemen at 237 Milwaukee Avenue, last evening, addressed by A. R. U. officials. Meetings also being held by A. R. U. men in various parts of the city to get recruits : also at East Chicago, composed of Standard Oil employes and Union Car Shop men.

Statement by Legal Com. of Seven.

The Chairman announced that the sub-committee of the Legal Department was present and would make its report. Mr. Bowers, the chairman, stated that they had no formal report to make, but that the United States had filed a bill and the Judges had ordered an injunction restraining any interference with the inter-state business of any of these roads, any interference with mail trains, any congregation upon any of the premises of these companies for the purpose of interfering with mail trains or inter-state commerce ; restraining specifically any injury to property used in inter-state commerce ; restraining also the throwing of switches, blocking of switches, or damaging or destroying any part of the roadbed, and also enjoining all people from conspiring for any of these purposes or

aiding or abetting them, and restraining them from intimidating employés; and that copies of that could be placed in the hands of the United States marshals and whenever a crowd gathers or anything is threatened, the marshals having that injunction could read it publicly to them and so serve it upon them in legal contemplation, and any acts done after that reading, in violation of the injunction, would be contempt, and they could be arrested at once and brought before the United States judges. That suit is not brought by any railroad but is by the United States Government.

Order of Court to employes M. & St. L. Ry.

The Chairman read the following order of the State Court at St. Paul in reference to employés of the M. & St. L. Ry.:

"To all employés of W. H. Truesdale, as receiver of the Minneapolis & St. Louis Railway Company.

"NOTICE.

"It having been brought to the attention of the District Court of Hennepin County, Minnesota, that certain persons in the employ of the receiver of the Minneapolis & St. Louis Railway Company threaten to leave such employ if Pullman cars are handled by said receiver on the lines of railway in the possession of said court and under its control and protection, notice is hereby given that all persons in the employ of the receiver of the Minneapolis & St. Louis Railway Company must discharge all their usual and accustomed duties or leave the service of the receiver altogether and permit other men to take their places, who will discharge those duties. Any of the employés of the receiver may leave the service of this court if they desire so to do, but when they leave, they must not interfere in any manner with the property or the operation of the road or with the men employed by the receiver, by way of personal violence, intimidation or threats. Any such interference will be promptly dealt with as a contempt of this court. The men who wish to remain in the service of this court must discharge all the duties appropriately and properly belonging to such service. A refusal to discharge any of these duties will compel their discharge, and the employment of other men to take their places, and all the powers of this court will be vigorously exercised to enforce these rules and to protect the employés of the receiver in the discharge of their duties from any and all interference of whatsoever nature and from whatsoever source, as above stated.

"SEAGRAVE SMITH,

"*Judge of the District Court, 4th Judicial District.*"

Mr. St. John reported that Committee No. 1 had on hand this morning brakemen, firemen, conductors and switchmen and they were receiving large numbers of applications from the East and that additional agencies would be opened this afternoon. Com. No. 1.

The meeting adjourned to 11 o'clock the following day, July 3d, 1894.

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

GENERAL MANAGERS' ASSOCIATION.

JULY 3D, 1894.

MINUTES of Special Meeting held at 732 Rookery Building, Chicago, July 3d, 1894, at 11 o'clock A. M., pursuant to adjournment from the previous day. Mr. ST. JOHN, Chairman, presiding. Present:

A., T. & S. F.,	D. B. ROBINSON, 1st Vice-Prest.
B. & O.,	R. B. CAMPBELL, Gen. Mgr.
Cal. & B. I.,	W. G. BRIMSON, Prest. and Gen. Mgr.
Chi. & Alton,	C. H. CHAPPELL, Gen. Mgr.
Chi. & Erie,	J. C. MOORHEAD, Gen. Supt.
C. & E. Ill.,	H. H. PORTER, Chairman. M. J. CARPENTER, P. & Gen. Mgr. W. H. LYFORD, Atty.
C. & W. Ind.,	B. THOMAS, Prest. and Gen. Mgr.
C. & G. T.,	W. J. SPICER, Gen. Mgr. A. B. ATWATER, Gen. Supt.
C. & N.-W.,	L. W. BOWERS, Gen. Counsel. J. M. WHITMAN, Gen. Mgr.
C., B. & Q.,	GEO. B. HARRIS, Vice-Prest. W. F. MERRILL, Gen. Mgr.
C., M. & St. P.,	A. J. EARLING, Gen. Mgr.
C., R. I. & P.,	E. ST. JOHN, Gen. Mgr. T. S. WRIGHT, Gen. Atty.
Chi. Gt. Western,	C. SHIELDS, Gen. Supt.
C. & N. P.,	S. R. AINSLIE, Gen. Mgr.
Ill. Central,	J. T. HARAHAN, 2d Vice-Prest.
L., N. A. & C.,	W. H. MCDOEL, V.-P. and Gen. Mgr.
L. S. & M. S.,	A. B. NEWELL, Supt.
Mich. Cent.,	ROBT. MILLER, Gen. Supt.
N. Y., C. & St. L.,	A. W. JOHNSTON, Gen. Supt.
P., F. W. & C.,	CHAS. WATTS, Gen. Supt.
P., C., C. & St. L.,	L. F. LOREE, Supt.
Wis. Cent.,	By MR. AINSLIE, of the C. & N. P.
Wabash R. R.,	By MR. THOMAS, of C. & W. Ind.
For the Committees,	JOHN M. EGAN.

The Chairman called the meeting to order and the Legal Committee of seven was called upon for any information it might have. Mr. Bowers, the Chairman of the committee, said:

Legal Com. of Seven.

"I have a brief report to make under the instructions of the committee. There has been apparently a little misunderstanding as to what our position is concerning further suits. It was resolved by the committee yesterday that it was desirable to obtain the commencement of injunction suits by the United States Government in any district where it could. Such a suit is brought by the District Attorney for that district, and he must have the consent of the Attorney General of the United States. Each solicitor of an individual road is left at entire liberty to bring about the commencement of that suit. This committee cannot attend to that in other districts of the United States, but the individual lines running through those districts can and they are at entire liberty to do so if the situation arises making it necessary.

"Secondly, as to suits by individual railroads as distinguished from government suits, it is the recommendation of the committee that no suits be brought by a railroad company as complainant; the suit by the government will protect every railroad, whether it itself brings the bill or not. For instance, this injunction suit of the government protects all these twenty-three roads, and in any other district of the United States the bringing of such a suit will protect all the railroads in that district."

After some discussion of the report the roll was called for statements of the situation of the various lines.

A., T. & S. F.—The situation somewhat improved; all the passenger trains out of Chicago yesterday left on time, with full equipment; had three or four trains out of Kansas City. At Emporia are tied up and are going through there with all trains. At Grand Junction the men went out again last night, but trains got out of there this morning all right. Got 260 U. S. troops into Trinidad last night, but the wires were cut directly afterwards and have had but one message since and that was that they could not get an engineer and fireman to take the troops out. The Southern California is still tied up.

B. & O. R. R.—The situation about the same as yesterday. Had trouble again last night with the trains bringing men into Chicago. The strikers were driven off by the deputy marshals. This morning east-bound local freight was derailed at Rock Island Junction, causing some delay to other trains. Bringing some freight in and taking some out. Started three trains yesterday noon that were surrounded by a mob and the men

were driven from the engine. The trains did not go out. They will start this morning.

CALUMET & BLUE ISLAND.—Situation is unchanged, but notice was served on the superintendent early this morning that the switchmen would decline to handle freight that came in over any of the scab roads, which will mean that they will not handle anything. The superintendent was instructed that the first crew that declined to handle any business of that kind was to be discharged.

C. & A. R. R.—Situation worse than yesterday. Trains leaving here last night and those leaving St. Louis are stopped and still held at Bloomington for firemen. Started eighteen firemen from here on the 11 o'clock train for Bloomington. Had had no obstructions in Chicago. Moving no freight.

C. & E. R. R.—Passenger trains moving; doing no freight business. The hostlers and the men who handle the engines between Dearborn station and the round-house at 51st street were ordered out, but enough remained to get the engines in and out. At Huntington the switchmen were out, claiming they were intimidated. At Marion Junction the force is out, but not causing any difficulty.

C. & E. ILL.—Situation at Chicago unchanged. Doing some work at 33d street yard with switch engine. Have made arrangements for caring for new men at the round-house. At Danville the troops arrived this morning and the trains that have been tied up there for three or four days are moving. Also got a train out of Terre Haute yesterday. At Brazil the men refused to go on a local train on which no Pullman cars had ever been handled, but said they were willing to haul the mail car. We found no man who would go; did not call them a second time, but discharged them as they refused.

C. & W. I.—Situation the same as yesterday. Trains are moving to and from all junction points regularly. Ran some freight trains over the Belt Line yesterday.

C. & G. T.—The train men on the east end in the Port Huron district had gone out since yesterday, but the situation is more encouraging. This morning some of the passenger trains which were delayed since Sunday were moved with new men. Got one train east from Battle Creek this morning. Have demanded troops from the Governor of Michigan. Have had some trouble with strikers assailing trains at Elsdon.

C. & N.-W.—On account of the excitement among the firemen it was impossible to send out any freight trains from Chicago yesterday, and consequently no freight trains were run in. Passenger service was kept up without interruption, and had not failed to run a single train in or out of Chicago until 3.45 yesterday, when the firemen refused to work, alleging that they had been ordered to strike. Investigation proved that local

action had been taken in three lodges and only by a portion of the members of those lodges. No authorized strike of firemen had been declared. At this time the engineers also determined that they would not go out with any new firemen and that they would not run an engine unless they had regular firemen or the engine was fired by an officer of the company. This necessitated the abandoning of some trains and delayed others. Have issued orders reducing forces everywhere on the road, reducing our section forces down to the foreman and one man.

C., B. & Q.—Moved all freight it had to handle yesterday; passenger trains and suburban trains running on time. Not attempting to do much of any freight business at Chicago.

C., M. & St. P.—Have been running all passenger trains. Have had no trouble with engine men or train men in the passenger service, except out of Minneapolis. Freight trains moving on all of the divisions except between Chicago and Savannah and Chicago and Milwaukee.

C., R. I. & P.—No attempt has been made since last night to do anything. No attempt will be made until the United States troops are there. Yard switchmen and firemen at Rock Island, about thirty-five in number, struck last night at 6 P. M.; four switchmen and one engineer and two firemen at Des Moines; also car department and coal chute forces, about twenty in number, at Valley Junction, Iowa, walked out yesterday noon. The strikers were served with an injunction at Blue Island at 5 o'clock yesterday, and after considerable jeering and hooting, went off and permitted the mail train to go through, but after dark, again congregated through the yard and derailed five cars in different parts of the yard, turning two of them over.

C. G. W.—Nothing new to report; situation somewhat improved.

C. & N. P. AND WIS. CEN.—Trains moving on time.

ILL. CEN.—Passenger trains arriving and departing practically on time. Doing no suburban business. Got passenger trains through Cairo yesterday about on time. Had asked the Governor for troops to protect the freight trains at Cairo; have no reply yet. Switchmen still out at Dubuque. At Sioux City last night there was a mob of about 10,000 people, which refused to allow the train to go out, tore up switches and ditched cars ahead of the train. Balance of line all right. Line in better shape than yesterday.

L., N. A. & C.—Not in as good shape as yesterday. Coal heavers went out last night and some of the freight brakemen have refused to go out. It was understood that all men that belong to the A. R. U. have been ordered to refuse to go out. Train due to leave Indianapolis 12:30 last night is still there, the engineer refusing to go out unless the Pullman cars are cut off. Called on another engineer there and he refused to go out.

L. S. & M. S.—Passenger trains moving all right. Have annulled Stock Yards trains.

MICH. CENT.—Passenger trains moving as usual. Sent out dairy and merchandise freight last night. Undertook to take out a train of meats, but the mob threw stones at the engineer and train master and after six attempts to couple on, it was abandoned. The strikers put a piece of iron in the cross-head and disabled one side of the engine. None of the employés have quit work at any point outside of Chicago, though the newspapers state that they have. At Michigan City the O. R. C., B. of L. E., B. of L. F., B. of R. T. M. and S. M. A. A. had a joint meeting and passed a resolution saying they would retain their positions so long as not asked to perform the duties of men on a strike. With the exception of the meat referred to had been able to handle what little freight is offered.

N. Y., C. & ST. L.—Men had held a meeting at Stony Island protesting against the company's action in regard to sending men to foreign roads where the strike is on and refusing to go; and also protesting against the General Manager belonging to the General Managers' Association, and later they had another meeting and resolved to do no work until this trouble is settled.

P., C., C. & ST. L.—The different organizations of employés had meetings Sunday and advised the company that they would work as long as requested to perform only their ordinary duties and not to take the positions of strikers, or to come to Chicago to do any work. At Indianapolis the switchmen are all out, also at Cincinnati. Representatives of the A. R. U. are organizing at all junction points. Last night strikers broke into a car of powder at Lansing and took out eighty-four kegs of powder and concealed it. 8:30 train derailed at Canal street by switch misplaced by strikers. Had succeeded in getting twenty-three cars of beef from the Stock Yards at 4 o'clock this morning and it was on its way east. In Chicago every switchman, yard engineer, fireman, crossing watchman, switch tender, coal heaver and all laborers of that class are out. Road engineers refuse to even back trains up to the wash track. Possibility of trouble at Pittsburg to-morrow.

As soon as the loss of the powder at Lansing was discovered the United States Marshal and his local representatives were notified of the fact.

C. & W. IND.—News just received that passenger engineers and firemen have gone out at Dearborn station, and have sent men from here to take their places.

WABASH.—Many trains greatly delayed. Some trains running with new engineers and firemen. All switching engineers at East St. Louis went out yesterday.

Reports were read of A. R. U. meetings at Uhlick's hall and other places. One at Lincoln and West Indiana streets attended by 600 men. One speaker advised the men to resort to anything to bring the General Managers to terms, etc., etc. That the A. R. U. was endeavoring to organize the stationary engineers in Chicago into the union, and when organized would call them out.

Injunction.

The Chairman announced that printed copies of the injunction issued yesterday by the United States Court were being furnished to the members in any quantity desired, which should be posted at important points on their lines.

Mr. Walker, Assistant to the United States District Attorney, was here introduced and spoke at length in reference to the injunction, asking that members furnish the United States officials with evidence of its violation.

Disposition of Troops.

He also stated that Government troops would be ordered out and that when they arrived they would undoubtedly be distributed under the direction of the United States Marshal, who would be glad to have suggestions from the railways, as they would be better advised than anyone else of the necessities.

Upon motion, duly seconded, it was

Resolved, That the members of the Association communicate to Mr. Egan their views in connection with the movement of the United States troops, and that Mr. Egan be the authorized party to communicate the views of the Association to the United States officials.

The Association tendered its thanks to Mr. Walker and expressed the hope that he would be able to come daily to the meetings and give his advice and suggestions.

Com. No. 1.

Mr. St. John reported in behalf of Committee No. 1 that it had furnished yesterday to the railroads upon application 188 men, and so far

this morning had furnished 106, making 294 from 10 o'clock yesterday to 10:30 to-day. That there were on hand switchmen, engineers, firemen, conductors and hostlers. There were en route large numbers from Boston, Pittsburg and Philadelphia. Agencies had been established at Scranton, Reading and at Cincinnati. That if present conditions continue there would be several hundred men here by Sunday morning. The committee was still continuing to order them to Chicago.

Inquiry was made if it was the standing order that the men should be forwarded, so that in case wires should be cut, the men would continue to come until the order to stop sending them was issued. Mr. St. John replied that it was fully understood that we wanted them to continue to ship the men daily until ordered to the contrary by himself.

After some further general discussion the meeting adjourned to the following day, July 4th, 1894, at 11 A. M.

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

GENERAL MANAGERS' ASSOCIATION.

JULY 4, 1894.

MINUTES of Special Meeting held at 732 Rookery Building, July 4, 1894, at 11 o'clock A.M., pursuant to adjournment from the previous day. Mr. ST. JOHN, Chairman, presiding. Present:

A., T. & S. F.,	D. B. ROBINSON, 1st Vice-Prest.
B. & O.,	R. B. CAMPBELL, Gen Mgr.
Cal. & B. I.,	W. G. BRIMSON, P. & G. M.
Chi. & Alton,	C. H. CHAPPELL, Gen. Mgr.
Chi. & Erie,	A. M. TUCKER, Gen. Mgr. J. C. MOORHEAD, Gen. Supt.
C. & E. Ill.,	H. H. PORTER, Chairman. M. J. CARPENTER, P. & Gen. Mgr. O. S. LYFORD, V. Prest.
C. & W. Ind.,	B. THOMAS, P. & Gen. Mgr.
C. & G. T.,	W. J. SPICER, Gen. Mgr. A. B. ATWATER, Gen. Supt.
C. & N.-W.,	J. M. WHITMAN, Gen. Mgr. S. SANBORN, Gen. Supt.
C., B. & Q.,	GEO. B. HARRIS, Vice-Prest. W. P. MERRILL, Gen. Mgr.
C., M. & St. P.,	A. J. EARLING, Gen. Mgr.
C., R. I. & P.,	R. R. CABLE, Prest. E. ST. JOHN, Gen. Mgr.
Chi. Gt. Western,	A. J. KELLY, Supt.
C. & N. P.,	S. R. AINSLIE, Gen. Mgr.
Ill. Cent.,	J. T. HARAHAN, 2d Vice-Prest.
L., N. A. & C.,	W. H. MCDOEL, V.-P. & Gen. Mgr.
Mich. Cent.,	ROBT. MILLER, Gen. Supt.
N. Y., C. & St. L.,	A. W. JOHNSTON, Gen. Supt.
P., F. W. & C.,	CHAS. WATTS, Gen. Supt.
P., C., C. & St. L.,	CHAS. WATTS, Gen. Supt.
Wis. Cent.,	By Mr. AINSLIE.
Wabash R. R.,	J. S. GOODRICH, Supt.
For the Committees,	JOHN EGAN.

The members of the Legal Committee of seven were present, and reported that legal matters were progressing favorably, but they had no special report to make.

The roll was called for the reports on the situation, which were as follows:

A., T. & S. F.—The situation improving, both in freight and passenger business.

B. & O.—Situation considerably improved over yesterday. Trains being handled without special detention. Stones were thrown at train last evening leaving Rock Island Junction. Three of the assailants were arrested, one of them a former master mechanic at East Chicago. Two strikers were arrested for jumping onto a train north of C., B. & Q. Western Avenue yard. Did not move any freight last night because the police force at South Chicago were worn out from constant duty.

C., M. & St. P.—Having no trouble except at Minneapolis, Sioux City and Chicago, and at those places only with firemen. At Minneapolis have secured enough firemen to take the places of the old ones. At Sioux City no freight trains running, but passenger trains are running. At Chicago the trouble is confined to the line between here and Savanna. Large meeting was held in Milwaukee to try to get the switchmen out, but they refused to go out.

Cal. & B. I.—No change since last report. Everything looks favorable.

Chi. & Alton.—No material change. Passenger trains between Kansas City and St. Louis yesterday and last night moved on time. Trains between Chicago and St. Louis still held at Bloomington. Local trains in and out of Chicago running on time. Expect to have United States marshals from Springfield at Bloomington this morning.

Chi. & Erie.—Situation the same as yesterday. Passenger trains running on time. No freights moving, but on the whole the situation is more favorable.

C. & E. Ill.—No change from yesterday. Find the new men that have been employed are doing their work well. Seem to be good men.

Chi. & G. T.—Condition much better this morning. Had sent a message that every man who had deserted his post had forfeited his situation. That had been followed up by applications from old conductors, brakemen, switchmen and yardmasters to be taken back.

C. & N.-W.—Operating practically all of the passenger trains in and out of Chicago on the Wisconsin Division, and are rapidly getting the suburban traffic running on the Galena Division. No freight traffic handled in and out of Chicago yesterday, but are rapidly resuming this morning.

The train with the United States troops left Fort Sheridan at 10:39 in two sections, and arrived here at 11:50 and 12:30, consisting of about thirty cars.

C., B. & Q.—Situation unchanged. Running all passenger trains. Strikers cut a train in two at Western Avenue last night, but police protection was promptly given, and it coupled up and proceeded with a half hour's delay only.

C., R. I. & P.—Situation shows improvement. The troops arrived at Blue Island about 5 o'clock, and a little later an engine arrived there and work was commenced clearing up the wreck, and I am just advised the track is clear and in half an hour trains will be started.

CHI. GT. WESTERN.—Practically no change. Ran no freight trains yesterday. Passenger trains running with some delays. They are mostly manned with new men on the engines, and new brakemen, but have the old conductors at the present time with one or two exceptions. Expect to start freight service to-morrow morning.

The road engineers did not go out as a body, but went out individually, with the exception of perhaps a dozen on the system. Do not think they were A. R. U. men, but were either sympathizers or were afraid.

C. & N. P. and Wis. Central handling both freight and passengers. C. & Cal. Terminal is tied up. Have given notice to the men that if they did not report for duty to-morrow morning at 7 o'clock they would all be dismissed.

ILL. CENT.—In better shape to-day all around with the exception of Memphis. There the switchmen went out at half past ten last night in sympathy with this movement. Have six companies of militia at Mounds this morning and they are making up trains getting ready to send out—the crew and everything ready to take them out.

The firemen on the whole line except the Chicago District concluded yesterday to continue at work, with few exceptions. Will have a train in here some time this evening with vegetables. Handled yesterday about 100 cars of coal and merchandise on the terminals and switched them to where they could be unloaded. Expect to resume suburban service to-morrow morning.

L., N. A. & C.—Firemen went out last night and we were unable to move the night passenger train out of Indianapolis. It is there yet. Louisville trains left here this morning on time, also trains out of Chicago. The engineers are very anxious to fix the matter up with the firemen, and with that in view have called a meeting for this afternoon. The company has said to the engineers that if the firemen would return to work immediately, their places would not be filled, but if they do not their places will be filled with new men. Have the assurance of enough engineers to run the passenger trains, that they will work with any kind of men. Have a

contract with the firemen which requires thirty days' notice, which they have utterly ignored.

MICH. CENTRAL.—Situation about the same as yesterday. All passenger trains moving in and out. Have handled all freight received at Chicago. Got the cars of beef out of the Stock Yards this morning that the men tried to get and failed yesterday.

N. Y., C. & St. L.—Situation improved. Passenger trains restored entirely.

P., F. W. & C.—Suffering some from guerilla warfare. Passenger trains all about on time. Moved some freight yesterday in both directions. Are in very good shape. The Fort Wayne to date has not missed any of its passenger trains.

P., C., C. & ST. L.—In better shape, but suffering considerably from the mobs.

WABASH.—Situation unchanged. Most trouble experienced at Springfield, Illinois, and Ashley, Indiana, on account of not having protection. Have plenty of men. Ran some new men down to Ashley night before last and the strikers got hold of them and ran them out of town. Situation has improved at Decatur; moved five trains out of there between 7 and 10:30 this morning. Four-fifths of the engineers and firemen went out and the balance are running and have had no trouble in filling the places of those who quit, with new men. Have sent twenty engine crews to the master mechanic at Decatur to be used at different points.

Report of Com. No. 1.

The Chairman reported for Committee No. 1 that they furnished yesterday 183 men, and had about 200 on hand. He also stated that Mr. Hays at St. Louis had wired him yesterday asking if he could supply them with men, and unless notified that all the men were wanted in Chicago, twenty-five would be sent to St. Louis.

Mr. Thomas, of the C. & W. Ind., reported that he had discharged twelve engineers and twelve firemen yesterday for refusing to do their duty and that this morning a committee waited upon him to consider the matter. After a long conference he had told them that he would not entertain a proposition to take them back.

Meetings of the A. R. U. were reported as held last evening at 27 N.

Clark street, composed mostly of engineers from C. & N.-W., Santa Fé and C. & E. I., reaching no conclusion as to whether they would go out or not. Meetings of strikers held at Ogden avenue and 12th street, and at 315 Root street.

After the reading of some correspondence and reports, the meeting adjourned to 11 o'clock, July 5th, 1894.

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

GENERAL MANAGERS' ASSOCIATION.

JULY 5, 1894.

MINUTES of Special Meeting held at 732 Rookery Building, Chicago, July 5th, 1894, at 11 o'clock A. M., pursuant to adjournment from the previous day. Mr. ST. JOHN, Chairman, presiding. Present:

A., T. & S. F.,	D. B. ROBINSON, 1st Vice-Prest.
B. & O.,	R. B. CAMPBELL, Gen. Mgr.
Cal. & B. I.,	W. G. BRIMSON, P. and G. M.
Chi. & Alton,	C. H. CHAPPELL, Gen. Mgr.
Chi. & Erie,	A. M. TUCKER, Gen. Mgr. J. C. MOORHEAD, Gen. Supt.
C. & E. Ill.,	H. H. PORTER, Chairman. M. J. CARPENTER, P. and Gen. Mgr. W. H. LYFORD, Atty.
C. & W. Ind.,	B. THOMAS, P. and Gen. Mgr.
C. & G. T.,	W. J. SPICER, P. and Gen. Mgr.
C. & N. W.,	J. M. WHITMAN, Gen. Mgr.
C., B. & Q.,	W. F. MERRILL, Gen. Mgr.
C., M. & St. P.,	A. J. EARLING, Gen. Mgr.
C., R. I. & P.,	E. ST. JOHN, Gen. Mgr.
Chi. Gt. Western,	A. J. KELLY, Supt.
C. & N. P.,	S. R. AINSLIE, Gen. Mgr.
Ill. Cent.,	STUYVESANT FISH, Prest. J. T. HARAHAN, 2d Vice-Prest.
L., N. A. & C.,	W. H. MCDOEL, V.-P. and Gen. Mgr.
Mich. Cent.,	ROBT. MILLER, Gen. Supt.
N. Y., C. & St. L.,	A. W. JOHNSTON, Gen. Supt.
P., F. W. & C.,	JOSEPH WOOD, Gen. Mgr. CHAS. WATTS, Gen. Supt.
P., C., C. & St. L.,	JOSEPH WOOD, Gen. Mgr.
Wis. Cent.,	By Mr. AINSLIE, of the C. & N. P.
Wabash R. R.,	CHAS. M. HAYS, Gen. Mgr. J. S. GOODRICH, Supt.
For the Committees,	J. M. EGAN.

Before calling the roll for statements of the situation, the Chairman read several letters expressing encouragement and the hope that the General Managers' Association would maintain its position. Letter from P. M. Arthur.

The Chairman also read the following extract from a letter written by Grand Chief Arthur:

EXTRACT FROM LETTER OF GRAND CHIEF ARTHUR, DATED JULY 2ND, 1894.

No honorable man can take exception to the position of the Brotherhood of Locomotive Engineers, which is one of non-interference. We were not advised with nor consulted before the strike was ordered, consequently we are in duty bound to remain neutral and be ready to discharge our duties as engineers when it can be done with safety, regardless of what other employés may do. If the company furnishes switchmen and firemen, whether they be union or non-union, it is the duty of the engineers to run their engines. Any member refusing to do so lays himself liable to dismissal, and will not receive any support from the brotherhood.

(Signed and under seal.) P. M. ARTHUR.

The Chairman read a telegram from the Superintendent at the Union Stock Yards saying all was quiet last night; no harm done. That a M. C. engine had started to the Yards to take out a train of beef, and the Marshal had been requested to furnish protection for it.

The roll was then called for statements, resulting as follows:

A., T. & S. F.— In better shape than at any time since the strike began, except Raton; have moved freight and passenger trains yesterday in all directions. Denver line and Grand Junction line open; moved freight into and out of Denver, and through La Junta and Pueblo and through Kansas. Sent fifty switchmen to Kansas City last night. Engineers and firemen practically all right all over the system. Troops reached Raton last night, and expect to move trains out of there this morning.

B. & O. R. R.—Situation as far as the operation of trains is concerned about the same as yesterday. Trains ran in and out of the city last night without interruption, and with full complement of cars. This morning at 4 o'clock an engineer of a freight train out of South Chicago refused to go and persuaded his fireman to get off. At Garrett yesterday afternoon a strike was declared by the A. R. U., and there are fifty-five shopmen out

on strike; two brakemen and three firemen have thus far refused to go. Are starting trains, however. Brought some coal to the team tracks in Chicago this morning. Deputy Marshals in Indiana will serve the injunction which has been issued there on the employés at Garrett and other stations where any difficulty is being had. Have assurances from leaders of other organizations than the A. R. U. that the men will perform their duties, and if they do not, they understand that they will be dismissed from the company's service and also be thrown out of their Orders. Are running freight and passenger trains, with some interruptions to freight trains, none to passenger trains as yet.

CALUMET & BLUE ISLAND R. R.—Situation practically unchanged; have made no efforts to run trains and shall make none to-day.

CHI. & ALTON R. R.—Passenger and mail trains moving this morning; no freight trains started. With the aid of U. S. marshals the blockade at Bloomington was raised yesterday and trains gotten out of there. Firemen have quit in a body and their places will be filled and freight traffic started as soon as possible.

CHI. & ERIE R. R.—Moving passenger trains, but no freight. Pullman cars were cut off from the train yesterday afternoon at Hammond by some "picknickers" from the Hammond works and were put on the side track. The President of the A. R. U. wires that their organization had nothing to do with cutting off the cars.

C. & E. ILL. R. R.—Will make up trains this morning and call the men to run them. Through passenger trains are running, except two that were abandoned. Are running no suburban trains or freight trains, although they are being made up to-day.

CHI. & GD. T.—Position much more favorable to-day; mail and passenger trains are running and intend to start regular freight to-day. Everything appears to be quiet on the line. Many strikers are endeavoring to get back in the service. There appears to be a feeling on the part of some of the enginemen that they are in personal danger if they attempt to run; but they will likely stay at their posts.

C. & N.-W.—All passenger trains running in and out of Chicago on time since night before last, including suburban trains; are moving some freight this morning from Chicago and have sufficient switching force to handle the business that is now moving. Have sixteen switching engines working in Chicago.

C., B. & Q. R. R.—Situation practically unchanged; all passenger trains, both through and suburban, are running and on time; have not been moving any freight out of Chicago. Everything on the line is moving regularly and in good shape.

C., M. & ST. P. RY.—With the exception of the striking switchmen in Milwaukee there is no change. Passenger trains are moving on the en-

tire system with the exception of Sioux City, where there was a delay of several hours yesterday on account of the mob. Also moved some freight trains out of Chicago last night and expect to move several more out this morning.

C., R. I. & P. Ry.—Have had the same troubles up to within half an hour at 47th street that were experienced yesterday, but with the aid of troops which arrived about half an hour ago, the crowd has been cleared and numbers 6 and 12, which followed the train carrying the troops, have arrived. West of Blue Island and west of the Missouri River, a strike was ordered yesterday, but it is entirely without effect. In fact, it would seem as though there were very few of that class of men in the employ of the company west of the river. Fifteen arrests were made at Blue Island yesterday and all placed under bonds.

Chicago Great Western Ry.—Yesterday the passenger trains all ran ; also one picnic train ; did not undertake to move any freight trains. This morning passenger trains are running nearly on time and have moved this morning out of the depot two freight trains, all equipped with new men : enginemen, firemen, conductors and brakemen. Two switching engines now working in Chicago.

C. & N. P.—Trains are moving, except night trains ; have no mail trains. All switch engines are at work. The C. & C. T. men have gone out : gave them till this morning to report for duty.

C. & W. Ind.— Everything in good shape. Engineers and firemen have sent word that they will handle the business as usual and work with any new men, and no further trouble is expected with them.

Ill. Cent.—Have about fifteen switch engines at work and both express and regular suburban trains running as far as Grand Crossing. Moved two freight trains out of Mounds yesterday, and to-day, by noon, will get five more. At Sioux City the troops finally arrived but not before the mob had burned the bridges close to the city, but they have been patched up and trains will be gotten out. Received some twenty-six cars of perishable freight here to-day and are arranging to send some out. One of the strikers got onto an engine at Kankakee this morning and undertook to pull the engineer off. The fireman, called "Montana Kid," gave the striker the worst of it and brought him up to Hyde Park, where the Justice refused to prosecute him. He was taken before the U. S. Courts. Gave notice last night to all switchmen that any of them who declined to work by 1 o'clock to-day would not be considered employés any longer.

L., N. A. & C.—Passenger trains were started last night out of LaFayette, where two had been held since noon, and two at Indianapolis since noon, about 5 o'clock. The engineers' committee called a meeting of the brakemen at LaFayette and they had a stormy meeting lasting about

four hours, and finally succeeded in passing resolutions that they had no grievance against the company and they would go back and go to work on passenger trains to-day and hold another meeting and decide as to freight service. Have sent notices to the effect that any employé who fails to report for duty to-morrow morning will not be considered as an employé of this company any longer, and will endeavor to fill their places. Are moving no freight.

Situation at 49th street is unchanged; can have plenty of men to put in there but do not think it advisable until the C. & E. and the Wabash and C. & E. I. are ready, unless we can have a company of soldiers in that district. It is a very bad location and the men are ready to go to work but are afraid to do so. The boarding-house keepers at that point refused to furnish anything to eat to the new men, and those we take out there we supply from the city. Have information of policemen endeavoring to get the new men to quit work there. Passenger and mail trains to-day are running on time.

MICH. CENT.—Running all passenger and freight trains as usual. Have some difficulty about getting to the stock yards; will try them again to-day. Got a train of thirty cars of beef out of there yesterday.

L. S. & M. S.—Mr. Johnston of the N. Y., C. & St. L. stated that while he was not authorized to speak for the L. S. & M. S. he knew the situation, having had a conference with Mr. Canniff at 10 o'clock last night, at which time they were holding over east-bound train, and the west-bound train was being held at 51st street by a mob who took off the engineer and firemen, and they were there some three hours afterwards. The passengers were taken in from there on a street car, mail being left on the train. At about 4 o'clock their train No. 20 was captured at 43d street by a mob, and the fireman and all the crew but the baggageman were taken off and taken away. The strikers allowed the baggageman to stay and take care of the mail.

N. Y., C. & ST. L.—Strikes have been declared in the third and fourth districts by order of a committee of the A. R. U. Our No. 6 left here at 2 o'clock yesterday afternoon on time and got as far as 51st street, and owing to the derailment of a Rock Island chair car was held some two hours. That train is still at Stony Island, unable to go east. Abandoned train No. 2 and at 1 o'clock this morning the train men, firemen and switchmen all went out west of Bellevue, which is the terminus of the eastern division, and have moved nothing this morning.

P., C., C. & St. L. and P., F. W. & C.—Passenger trains are all running on time; some crews, both passenger and freight, working in both yards, and the warehouses are open. Expect to get out whatever freight there is offered. Prospect of trouble on the Logansport Division of the P., C., C. & St. L. not only at Logansport but among the road men. At

Indianapolis the situation improved—all the yard men went out, but they were replaced. The Belt men went out, but have sufficient new crews, and the old men are trying to get back. No difficulty at Cincinnati. There are rumors of an effort to get the men out at Pittsburg, but such rumors have been circulated for the past week, and while it is known there are at least two organizers there, so far they have succeeded in doing practically nothing. At Fort Wayne there is an effort being made to get the men out: quite a number have joined the Union, but so far there has been no difficulty.

Passenger trains on the Fort Wayne are being stoned, but no serious damage being done. At 51st street this morning stones were thrown at the limited train.

Mr. Miller, of the Michigan Central, here reported the receipt of a message saying that a train of dressed beef was moving from the stock yards with a company of cavalry ahead of it and infantry on each side.

WABASH R. R.—Practically no change. Moving both passenger and freight on the line, but moving no freight at Chicago. Four or five gangs of section men struck. Strikers set fire to a caboose at Litchfield this morning about 2 o'clock, and shortly after a car repairers' oil house was burned, and shortly after that the freight house was on fire, but the fire department put it out. Failed to get the parties setting the fires.

U. S. Y. & T. CO.—The Chairman read a message saying that owing to the situation at the yards none of the officers would be able to be present at the meeting. Strikers congregating at Halsted street, where the M. C. train of beef was passing.

Report of Com. No. 1.

The Chairman reported for Committee No. 1, that something over 200 men had been furnished yesterday, and there were more than that number now on hand, and others were constantly coming. He had said to the Managers at St. Paul that this Association could furnish them with some men.

Col. C. F. Crocker, Vice-President of the Southern Pacific Railway, was present, and was introduced by the Chairman, and requested to state to the Association the condition of the strike on his lines, which he did.

Committee on employing A. R. U. men.

After a discussion as to the advisability of the Railways refusing in the future to employ men who had left their positions and gone on a strike, the following resolution was, on motion duly seconded, unanimously adopted :

Resolved, That the matter be referred to a committee of five to look into the subject and make a report to the Association as early as practicable.

The Chairman appointed to act on said committee, Messrs. Wood, Harahan, Whitman, Miller and McDoel.

Reports were read showing that meetings of the A. R. U. were being held hourly all over the city. All officials of the A. R. U. claim the Union is gaining in numbers. Hundreds of men who are not railway men in any sense of the word, it is stated, are joining.

Mr. Miller reported receiving a telegram showing that a car had been ditched in front of the meat train at the Stock Yards and it is held there.

The meeting adjourned to the following day, at 11 oclock A. M.

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

GENERAL MANAGERS' ASSOCIATION.

JULY 6, 1894.

MINUTES of Special Meeting held at 732 Rookery Building, Chicago, July 6th, 1894, at 11 o'clock A. M., pursuant to adjournment from the previous day. Mr. ST. JOHN, Chairman, presiding. Present:

A., T. & S. F.,	D. B. ROBINSON, 1st Vice-Prest.
B. & O.,	R. B. CAMPBELL, Gen. Mgr.
Cal. & B. I.,	W. G. BRIMSON, Prest. and Gen. Mgr.
Chi. & Alton,	C. H. CHAPPELL, Gen. Mgr.
Chi. & Erie,	A. M. TUCKER, Gen. Mgr. J. C. MOORHEAD, Gen. Supt.
C. & E. Ill.,	H. H. PORTER, Chairman. M. J. CARPENTER, P. & Gen. Mgr.
C. & W. Ind.,	B. THOMAS, Prest. and Gen. Mgr.
C. & G. T.,	W. J. SPICER, Gen. Mgr. A. B. ATWATER, Gen. Supt.
C. & N.-W.,	J. M. WHITMAN, Gen. Mgr. L. W. BOWERS, Gen. Counsel.
C., B. & Q.,	W. F. MERRILL, Gen. Mgr.
C., M. & St. P.,	A. J. EARLING, Gen. Mgr.
C., R. I. & P.,	E. ST. JOHN, Gen. Mgr. T. S. WRIGHT, Gen. Atty.
Chi. Gt. Western,	A. J. KELLY, Supt.
C. & N. P.,	S. R. AINSLIE, Gen. Mgr.
Ill. Cent.,	STUYVESANT FISH, President. J. T. HARAHAN, 2d Vice-Prest.
L., N. A. & C.,	W. H. MCDOEL, V.-P. & Gen. Mgr.
L. S. & M. S.,	JNO. NEWELL, Prest. and Gen. Mgr.
Mich. Cent.,	ROBERT MILLER, Gen. Supt.
P., F. W. & C.	JOS. WOOD, Gen. Mgr. CHAS. WATTS, Gen. Supt.
P., C., C. & St. L.,	JOS. WOOD, Gen. Mgr.
Wis. Cent.,	MR. AINSLIE of C. & N. P.
Wabash R. R.,	J. S. GOODRICH, Supt.
For the Committees,	JOHN M. EGAN.

Militia called for by Mayor.

The Chairman stated that as a result of the occurrences of the previous day, the Mayor had called on the Governor for five regiments of militia.

After discussing the situation and reading several communications containing expressions of encouragement, the roll was called for statements of the situation; the Chairman stating that General Miles had asked to be advised daily in regard to the movement of freight, passenger and mail trains by the different lines, what lines were moving and which were not, and what results had attended their efforts for the past twenty-four hours :

The A., T. & S. F. reported: Are running mail, passenger and freight trains. Made an opening through Raton yesterday, and have moved both freight and passenger trains over that division. Are in better shape than yesterday.

B. & O.—Incoming passenger train was obstructed by box cars being run ahead of it at 39th street, last night. The mob drove the train back to 69th street, where there is a street car line, and passengers were unloaded and sent into the city. The train was afterwards taken back to South Chicago. Train due here at 9 o'clock stopped at South Chicago, and passengers and mail were sent in by United States Express Company's wagons. One train was attacked by the mob, and the deputy marshals had a fight with the mob; one of the marshals was shot in the head, but not seriously. Have had to move obstructions in the shape of rails, ties and things of that sort. Will not attempt to run any more trains until protection can be had. Outside of Chicago have had no trouble, except the small strike at Garrett, which has not interfered with the operation of the road.

CAL. & B. I.—The entire force went out last night at 6 o'clock; switchmen, engineers, firemen, trainmen. The shops were closed down by the company and every man discharged, retaining only enough for watchmen. This entirely closes down the South Chicago plant of the Illinois Steel Company, as they have no means of getting their switching done or material brought into the works.

CHI. & ALTON.—Passenger and mail trains all moving without interruption except within the city limits of Chicago. About 8 o'clock last night a mob came into the Brighton Park yard and tipped over freight cars onto both main tracks and delayed one mail train all night. They also ran a box car into the round-house pit, cut the hose on another passenger train and disabled an engine on the third. The tracks were cleared early this morning, and the trains are all moving again. Moved one train

of freight from Bloomington to Dwight this morning, and expect to start other freight trains to-day.

CHI. & ERIE.—Has not moved any freight or passenger or mail trains within the last twenty-four hours on account of the tracks of the Chicago & Western Indiana being blocked by the mob.

CHI. & E. ILL.—Through passenger trains have been running, with the exception of night trains. None of its suburban trains are running. Have attempted to run no freight trains. Very much embarrassed by the danger trainmen are subjected to inside the city limits in running passenger trains. Report having come in that an engineer had been killed near 43d street, and all the windows on one side of the train broken, concluded not to send out any trains to-day. Did some switching yesterday, but the men were assaulted by the mob and were driven into the roundhouse.

CHI. & W. IND.—The mob took possession of the tracks at half-past two yesterday afternoon and have been in possession ever since. A train of policemen was sent to 41st street about 3:30, which was assaulted by the mob. The engineer and firemen were assaulted, and the policemen also were assaulted, and the train was driven back to Dearborn station. The fireman was badly injured and was sent to the hospital. About half of the policemen who were sent out there with the train came back. A wrecking train was sent out at 4 o'clock this morning in charge of a large police force and succeeded in starting trains, but they were immediately stopped by a large mob who stoned the trains and made it unsafe to run—unsafe for the men and unsafe for the passengers—so that at the present time the road is completely blocked. Not one of the six roads operating over the C. & W. Ind. terminal is running a train. There is a very large mob at 40th street, and they have full possession of the tracks of the C. & W. Ind. and those of the Fort Wayne road.

C. & G. T.—Are doing nothing within the city limits. Outside the city everything is quiet and orderly; have an abundance of trainmen ready for duty as soon as difficulties at Chicago can be cleared up. Mr. Spicer read a notice served by his company on the Mayor of the city of Chicago claiming damages for the destruction of station at Ashland avenue, and other property destroyed by fire caused by the mob.

Mr. Carpenter announced that he had just received a telephone message that the agent of his road at Kensington had been driven out by a mob, and that the mob were overturning cars on the track.

C. & N.-W. RY.—Reported no change in the situation. All passenger trains running, and all freight being handled that was offered in Chicago; also making transfers and placing cars for unloading.

C., B. & Q.—Very little change from yesterday. Tried to get out a train of merchandise that was loaded on the 3d; a mob gathered around it and the company had not been able to get it out of the city yet. Mob tore up one rail and ditched a switch engine. Passenger trains are all running. Everything is quiet elsewhere along the line, and have favorable reports from all proprietary lines. Hannibal & St. Jo day switchmen went out at Kansas City, but were replaced by new men.

C., M. & ST. P.—All trains, freight and passenger, are running.

C., R. I. & P.—Situation about the same as last night so far as heard from up to this time. The track is blocked with overturned cars.

CHI. GT. WESTERN.—In better condition this morning. Moving all freight and passenger trains. Mail trains are being delayed somewhat by employés being intimidated along the line. Running with nearly all new men

C. & N. P.—All day-light suburban trains moving; night trains abandoned. Handling freight properly. Last night on the Blue Island branch, when C. & N. P. train leaving at 6:45 reached Brighton Park, the windows of the engine cab were broken in and shots were fired into the cab; bullets now imbedded in the woodwork of the engine. Incoming trains this morning from Blue Island were delayed somewhat by Pan Handle cars being tipped over on the Blue Island track, blockading one of the tracks. Sent a wrecking crew out and have just received a telegram stating that they got the tracks clear of all but one car when the mob got after them and commenced to tip the cars over again. The wrecking crew and train got away, but it will be impossible to get another train through until the mob is driven away.

ILL. CENT.—Continued to do switching yesterday and this morning. Ran the regular suburban trains every twenty minutes instead of five minutes apart; suburban express trains running properly. Got all passenger trains out last night, and about 98 freight cars, most of them empty. Last night, just after the Diamond Special left, the mob captured the police train that was sent along with it to get it out of the city, and drove the policemen out of it and stoned them, and emptied all of the water out of the tender. The mob also turned over quite a number of cars onto the main tracks between Kensington and Pullman, blocking them all but one, and this morning they blocked the other just before the C., C., C. & St. L. train and the mail train for Cairo got there, so that those two trains are held there. They also burned up 48 Illinois Central cars at 104th street yard, which is close to Pullman. The mob has complete control of the tracks so far. They also cut the engine from the Gilman train and ran it into some cars that were off on the crossing, damaging the engine considerably. Unless the mob can be dispersed will not be

able to get out any trains to-day. Have some trains of perishable freight coming in which are very close there now.

The switchmen at Freeport all went back to work yesterday.

L. S. & M. S.—About 1 P. M. yesterday, mobs swarmed around our tracks in the neighborhood of 40th street and overturned a large number of box cars from 40th to 25th streets, completely blocking the tracks, also setting fire to some cars. The inbound main track was cleared by Rock Island and Lake Shore men about 7 P. M., but was almost immediately blocked again by cars being overturned. Our No. 3, due here at 8 P. M., was stopped at 43d street, passengers compelled to get off, and train abandoned on main track. A committee of our strikers coupled onto mail car and ran it as far as 31st street, intending to bring it into depot, but were stopped by track being blockaded. No trains have been sent out since No. 6 at 10:30 yesterday morning, and no trains have come into the city since 11 o'clock yesterday. Our wrecking crew are now clearing main tracks between Englewood and Chicago. We hope to have main track open at noon. As soon as track is open we will start our trains under protection of deputy marshals and federal troops. We have received information that the strikers intend to destroy our South Chicago bridge and have asked the city for protection at that point.

L., N. A. & C.—Engine men all voted yesterday afternoon to return to work—passenger engineers not out. The firemen, who have been making the most trouble, also decided to return. Passenger men do not like to run into Chicago without protection. Brought last night's and this morning's trains as far as Englewood and return them from there. A train made up at the station to go out this morning is held on account of the mobs on the Western Indiana. Doing no freight business at all and shall not attempt to do anything in the city until some protection is afforded. Mr. McDoel stated that he drove out through the 49th street yard last evening and a mob of about 200 were robbing the cars of potatoes and watermelons, carrying them off in sacks.

MICH. CENT.—Passenger and mail trains moving, but had a good deal of trouble last night at Kensington and Hammond. Train No. 8 held by mob and the fireman taken off his engine. One of the switch tenders was assaulted and is now in St. Luke's hospital. Trainmaster and one of his assistants escaped by running across the prairie and getting a street car and getting into the city. Another switchman was assaulted and badly beaten. He drew a revolver and was arrested by the police. Train of dairy freight starting out of Chicago last night got as far as Hammond and was held there. Merchandise train is held now at Kensington, because it could not pass Hammond if sent on. The men are willing and anxious to do their work, but are afraid to come into Chicago. Sent out all passenger trains this morning. At Hammond the tower man was

driven out of the tower by the mob. They wouldn't let him throw the switches, and it became necessary to disconnect the interlockers and spike the de-rails. Everything quiet on the rest of the line.

P., F. W. & C.—Passenger trains all arrived and departed as usual this morning. The last train in was about 10:45; that was the train on which it was reported that the engineman was killed, but he arrived at the station and reports that the train was stoned all the way from 55th to 41st street. He was hit by a stone and had a rib broken. The mob overturned cars on the tracks between 44th and 55th streets yesterday afternoon and the night trains were not sent out until this morning. The tracks were cleared up after midnight.

P., C., C. & St. L.—Tracks were blocked between the C., B. & Q. crossing and 39th street. They were cleared after midnight and the delayed trains left this morning. A large mob reported at 41st street now. Have notified both the mayor and sheriff that the city and county would be held for damages.

At Fort Wayne the yard men struck, but will cause no interference with the business of the road. The men quit at Logansport last night, and at Cleveland this morning.

U. S. Y. & T. Co.—The Chairman read a telegram saying they were doing absolutely nothing at the yards; all tracks are filled with overturned box cars, and there is not a wheel in motion.

Wabash R. R.—Situation outside of Chicago somewhat improved. Raised the blockade at Springfield under protection of the militia, and are moving freight out of there. Have run nothing in or out of Chicago since noon yesterday on account of the blockade of the Western Indiana. Had two trains come in as far as Englewood, where the passengers were unloaded, and the trains were taken outside of the city and held until this morning. This morning after the Western Indiana tracks were clear the trains were brought into the depot, but at 35th street they were attacked by a mob and very nearly all the windows in the cab and coaches and parlor cars were broken out. No one hurt as far as known. Had train made up ready to go out at 10:50, but decided not to run it until protection could be had there.

Wis. Cent.—Passenger trains moving about on time. Brought in 107 loads in past twenty-four hours, including seventy-five cars of ice. Took out seventy-two cars of merchandise.

Denial that employes refuse to work.

After discussion, the following resolution was, upon motion duly seconded, unanimously adopted as the sense of the meeting, with instructions that it be given to the press:

WHEREAS, It has been called to the attention of the members of this Association that some of the officials of this state have declared their understanding that the existing interruption of trains and railroad business is due, not to lack of protection by the peace officers of the community, but to lack of men in the service of the railroads who are willing to work,

Be it hereby resolved, That this Association publicly state the facts, which are personally known to its members to be true, that upon a great majority of the railroads entering Chicago, at least ninety per cent. of their employés are entirely loyal, and ready and anxious to do their accustomed work if given proper protection against violence and interference, and that this Association has now ready and waiting to enter upon work, a large number of competent railroad men, sufficient to fill any vacancies that may occur, and that the sole cause for any material stoppage of business of any of the railroads in and about Chicago, is the lawlessness of mobs not yet suppressed.

The Chairman reported that Committee No. 1 had furnished to the various lines, during the last twenty-four hours, 263 men, and still had a considerable number on hand.

Reports were read, showing sixteen A. R. U. meetings held in the city and vicinity on the 5th ; that organizers were at work at various outside points, and that Mr. Sovereign, of the Knights of Labor, was in the city.

The meeting adjourned until 11 o'clock of the following day.

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

GENERAL MANAGERS' ASSOCIATION.

MINUTES OF SPECIAL MEETING.

JULY 7, 1894.

MINUTES of Special Meeting held at 732 Rookery Building, Chicago, July 7, 1894, at 11 o'clock A. M., pursuant to adjournment from the previous day. Mr. ST. JOHN, Chairman, presiding. Present:

A., T. & S. F.,	D. B. ROBINSON, 1st Vice-Prest.
B. & O. R. R.,	R. B. CAMPBELL, Gen. Mgr.
Chi. & Alton,	C. H. CHAPPELL, Gen. Mgr.
Cal. & B. I.,	W. G. BRIMSON, Prest. and Gen. Mgr.
Chi. & Erie,	A. M. TUCKER, Gen. Mgr.
C. & E. Ill.,	H. H. PORTER, Chairman. O. H. LYFORD, Vice-Prest.
C. & W. Ind.,	B. THOMAS, Prest. and Gen. Mgr.
C. & G. T.,	W. G. SPICER, Gen. Mgr.
C. & N. W.,	J. M. WHITMAN, Gen. Mgr.
C., B. & Q.,	W. F. MERRILL, Gen. Mgr.
C., M. & St. P.,	A. J. EARLING, Gen. Mgr.
C., R. I. & P.,	E. ST. JOHN, Gen. Mgr.
Chi. Gt. Western,	Mr. AINSLIE, of C. & N. P.
C. & N. P.,	S. R. AINSLIE, Gen. Mgr.
Ill. Central,	STUYVESANT FISH, President. J. T. HARAHAN, 2d Vice-Prest.
L., N. A. & C.,	W. H. MCDOEL, V.-P. and Gen. Mgr.
L. S. & M. S.,	JNO. NEWELL, Prest. and Gen. Mgr.
Mich. Central,	ROBT. MILLER, Gen. Supt.
N. Y., C. & St. L.,	C. D. GORHAM, Supt.
P., F. W. & C.,	JOS. WOOD, Gen. Mgr. CHAS. WATTS, Gen. Supt.
P., C., C. & St. L.,	JOS. WOOD, Gen. Mgr.

Wis. Central, - - - By Mr. AINSLIE, of the C. & N. P.
Wabash R. R., - - J. S. GOODRICH, Supt.
For the Committees, - - JOHN M. EGAN.

A report was read that Mr. Sovereign, of the Knights of Labor, was in consultation with A. R. U. officials, with a view to calling out the Knights of Labor.

Committee No. 1 reported a number of men furnished and that many new men had arrived, comprising all classes of labor, so that all requirements could be met. Com. No. 1.

Numerous telegrams and letters were read, after which the roll was called for the situation, which was stated as follows:

A., T. & S. F.--Got out 5 o'clock and 9:30 passenger trains last night under protection of United States marshals. Sent no freight trains out yesterday, but are getting out two this morning. Passenger trains coming in practically on time, and the situation west of the Chicago city limits is all right through to California. Have been making arrests freely all along the line—arrested forty strikers at Raton and twenty-eight at Trinidad, and sent them to Santa Fé and Denver, keeping them in the penitentiary at Santa Fé. No trouble at the extreme west except with firemen. Are cutting down train forces and men wherever it can be done.

B. & O. R. R.--Have not been able to do any business in or out of Chicago last night or this morning. Strikers obstructing the main track at 100th street by turning cars over on them; also on the C., R. I. & P. and C. & N. P. tracks which are used by this company in getting into the city. Have succeeded in clearing the Rock Island track as far as Burnside and also the B. & O. tracks, under the protection of police and deputy marshals. Have one company of troops at South Chicago. Have called for engineers to move trains and have had three refusals so far, saying they are afraid. Outside of Chicago are having no trouble in the way of interference with trains; have had a few strikers, but they have succeeded in doing nothing further than to throw themselves out of positions.

CAL. & B. I.--Making no attempt to run any trains. Have one engine engaged in switching, manned by officers. The steel works are all shut down tight.

CHI. & ALTON.--Passenger and mail trains moving on the whole line without interruption except within the city limits of Chicago. The mob

blocked the tracks at Brighton Park last night and they remained blocked all night, but they were cleared this morning and trains are moving again. Started freight trains out of Bloomington and running freight trains in Missouri: feel that if the mob was controlled in Chicago business would be started regularly. One car burned at Joliet last night.

CHICAGO & ERIE.—No passenger, mail or freight trains have been moved on the C. & E. north of Hammond during the last three days, for the reason that protection could not be had from mob violence. The soldiers are now patrolling and guarding the tracks between Dearborn Station and 49th street, and we expect to start passenger trains to-day. The Governor of Indiana has promised to send militia to Hammond to raise the blockade at that point. United States deputy marshals are on the ground, and will call for United States troops if necessary. Trains of all classes are being moved without interruption between stations south of Hammond and New York. Switchmen at Huntington, Ind., struck, and some of them cut the hose on the passenger trains, but they were arrested and are in jail. This morning the balance of the men returned to work, and everything is in good shape there. At Cleveland the switchmen are out.

C. & E. ILL.—Accomplished very little yesterday. Strikers threw several cars across the tracks at Kensington and we were not able to get them out of the way until this morning, and trains are moving. The men got a good deal frightened, but they seem to be all right this morning. We started some suburban trains to-day and will start some freight unless there is some more disturbance in the city.

C. & W. IND.—Trains were mobbed at several points yesterday, mainly at 47th and 49th streets, obstructions being thrown on the tracks—switch shanties, ties, etc. The situation was so bad that we were obliged to discontinue movement of trains entirely upon the Western Indiana. There was no safety for the employés or the passengers, consequently after several fruitless attempts to get the trains over the line we finally abandoned it. Two special policemen made an arrest yesterday but were strongly resisted, and one of them so badly injured that he was taken to the hospital. They succeeded in making the arrest and have the man in jail. Two trains were held at Englewood all night: one Grand Trunk and one C. & E. I. train on account of overturned cars upon the Wabash road so that they were unable to leave our line. Sent out a wrecking train from 81st street at 4 o'clock this morning, in charge of twenty-five policemen; it went first to the Wabash road and cleared it of obstructions; then went to Kensington and cleared the C. & E. I. tracks at that point, and they are now at work clearing the Grand Trunk tracks west of 49th street, where there are a good many cars overturned. Are in very good shape now and all trains are running as usual and without interrup-

tion, and the indications are that we shall be able to handle all of our business from this time on.

C. & G. T.—One of our trains was stopped at 31st street by obstructions on the track. Had five deputies on the train. The men got down, and under a shower of stones they removed part of the obstructions—there was a switch shanty across the track. They cleared that off and got on to Englewood, where they stayed all night, and the train was brought in this morning. With the exception of Chicago all is quiet, and the men are ready for duty. Will resume running passenger trains to-day.

C. & N.-W.—No particular change in the conditions this morning; have run all passenger and freight trains as usual. Yesterday we handled in and out of Chicago forty-seven freight trains and did all the transfer work and switching between tracks and freight houses. Just received notice of the derailing of two cars on Rockwell street, near 12th, by a switch being turned while the train was moving. Had protection there and the wrecking car is at work.

C., B. & Q.—Had a shooting affair last night at 6 o'clock at Western avenue between a striker and one of our switchmen. They got into a controversy and both drew their revolvers at the same time. The striker was instantly killed. The fireman was shot through the neck. There is hope for his recovery. This caused a crowd of two or three thousand to assemble at Western Avenue. Seemed to collect like ants coming out of the ground. Had several fires set during the night in Western avenue yards. They were all extinguished by the fire department. A large crowd went to Hawthorne last evening and about 10 o'clock began setting fire to cars in the Hawthorne yards. Mr. Merrill went out with an engine and with the assistance of the people of Morton Park the cars that were not burning were separated from the burning cars and taken out. It was difficult work because the incendiaries used petroleum and would set fires in different parts of the yard. There were fires in half a dozen different places at the same time. Not less than one hundred freight cars were lost there by fire. Have militia there now. Passenger trains are all running about on time. No freights moving out of Chicago. On other parts of the system everything is moving normally except at St. Paul, but the situation there is reported to be constantly improving. Some of the cars that were destroyed at Hawthorne were loaded.

C., M. & St. P. Ry.—Passenger trains are moving on time on the entire system. Are also moving freight on every division of the road except between Chicago and Savanna, where we have not been able to get either a train crew or a fireman to run a freight train. Are having more or less trouble here and there with road firemen, but are able to find enough men to fill their places. Have made, up to this morning, seven arrests in Milwaukee, including the president of the A. R. U. and several of the

chairmen of the A. R. U. The chairman is a man by the name of Archibald, employed by the North-Western road.

C., R. I. & P. Ry.—Passenger trains Nos. 2 and 6 arrived yesterday, delayed, of course, and Nos. 1 and 11 were sent out. Are moving very little freight. No. 1 left about two hours late. About half a dozen of our cars were burned last night at our tie preserving works, and attempts were made last night to burn a lumber yard located close to our shops, probably with the intention of destroying the shops, but the effort was not successful.

The situation between Blue Island and Chicago is practically quiet since yesterday noon—no excitement. Shall send out two express trains to-day.

Chicago Great Western.—Mr. Ainslie reported that he had received a telegram from Mr. Shields requesting him to represent their line. He stated: The situation is greatly improved. Passenger and freight moving on all divisions. At 12:40 this morning, the incoming through passenger and mail train was wrecked one mile west of Maywood by the track having been tampered with. Splices were taken off and the ends of the rails pried apart so that it ditched the train, the engine and tender turning bottom side up on one side of the track, and the train turning over in the ditch on the other side. In consequence of this wreck they are running no trains out of Chicago this morning.

C. & N. P.—All suburban trains are running on time on the main line and Harlem division. Necessary complement of switch engines at work moving all freight promptly. The branch running to Blue Island is tied up, owing to obstructions on the track between Brighton Park and 49th street.

Referring to the wrecking crew that were engaged in clearing the track to Blue Island yesterday morning at the time the meeting was in session, this engine started from the station with five deputies. On the way out one of these deputies was recognized as an old North-Western switchman, and he jumped off the engine at Western avenue and went over to the strikers' meeting. He has since been arrested and turned over to the United States marshal. This wrecking crew succeeded in clearing the obstructions, which were composed of Pan Handle cars turned over from their tracks, which are parallel with those of the C. & N. P. As the Baltimore & Ohio company use these tracks, all of their trains were tied up in consequence of their being blocked, and also all of our trains to Blue Island, and connection with the Calumet Terminal were tied up. This morning at 5 o'clock, before any mob had gathered, the wrecking crew went out and cleared away the obstructions, getting through to 75th street all right. About 7 o'clock the mob commenced to gather in and obstruct the tracks again. They turned the cars all over on them, and

they are in that condition now. The cab of the engine has three bullet holes in it, and all the windows are broken out of the cab.

ILLINOIS CENTRAL.—Were in pretty bad shape yesterday, but have the tracks clear this morning. Had quite a number of cars overturned on our tracks early yesterday morning, which prevented our trains going out yesterday morning or last night. They also derailed an engine on the track. Made an early start and got a train out about 5 o'clock this morning, and another about 8 o'clock. Have some freight trains coming in and some going out, and generally in pretty fair shape. Suburban trains running as far as Grand Crossing.

Had another fire at 104th street yesterday which destroyed about 75 cars. Got protection there about 7 o'clock last night, which probably saved the shops and Fordham yard, as there are several thousand of the strikers down there and it is a dangerous place. Have all the switching crews that are needed, and doing our switching right along in our lower yards without interruption. Not undertaking to do any switching at the Fordham yard on account of the large number of people that are there. Yesterday evening a party of four or five got onto a suburban train at Hyde Park and when they got to 39th street they stopped the train by putting the air on and cut the engine off and made the engineer take it to the house. We were satisfied that the engineer knew who the parties were. He would not tell us, and the Superintendent of Machinery told him to go home until he could remember who they were. Since that occurrence policemen have been put on those trains.

At Mounds fifteen trains were got out in both directions and quite a large number of trains in. Two companies of troops have been taken away, leaving three there.

Generally the condition is better this morning and we expect to do more business to-day, both in freight and passenger service, than we have done yet.

L. S. & M. S.—We got our main tracks cleared about 1 o'clock yesterday and at once resumed passenger service—trains have run since then without interference. Our through passenger service has been resumed and our suburban service will be started on Monday. Last night had three or four cars turned over and a few trains stoned—nothing serious. Have our passenger cars guarded with troops and deputies this morning and everything moving all right.

Switchmen at the local freight station in the city of Cleveland quit work yesterday and are still out. The men in the yards at Collingwood and Rockwood on either side of the city continued at work.

L., N. A. & C.—Train No. 6, due here about 6 o'clock in the evening, was stopped at Hammond by the mob and the engine killed on the track. The sheriff and the United States marshal and the governor were notified,

and the train leaving Indianapolis this morning brought up twenty deputy marshals and came through Hammond all right and also came into Chicago at the Polk street station. Were not able to get any trains in or out of Polk street station yesterday, but ran some of them in as far as Englewood, being stoned at the crossing of the Illinois Central. Have sent out our regular trains this morning about on time and they have passed Hammond without any difficulty. They had Pullman cars on.

Our employés have signified a desire to return to work, including coal heavers, switchmen and firemen. It is reported that the men who interfered with train No. 6 at Hammond were from Chicago and immediately returned after the trouble was over. Expect to be able to identify the leaders. Have not resumed freight traffic in Chicago; shall undertake to do some Monday. (This being Saturday).

N. Y., C. & St. L.—Had only one passenger train on the road yesterday, which was a mail train starting from Cleveland. At Fort Wayne the regular engineer and fireman refused to go out. After some time a freight engineer volunteered to run the engine and the road foreman of engineers fired it. They proceeded about twenty-five miles and then found a fireman at a station there and asked him to fire the engine and he did so. The train proceeded as far as Hammond and is there yet. It was stopped by the derail switch being out of order at the interlocking apparatus, and about 500 men were collected there. They could get no section men to repair it and about 1 o'clock in the morning some drunken people came along and let the water all out of the engine and pulled the fire out. Are now at work getting the engine ready and trying to get the track fixed. In the meantime strikers turned a car over on the crossing of our road and the Chicago & Erie and we had no wrecking train there. A detachment of infantry with fifteen men reported at Stony Island with instructions to remain there and guard all trains that we wanted to run between that point and the state line. We have men enough in the way of officers and heads of departments to go out and fix the car up, but the state line is about half a mile this side of the car, and until we get some protection will not be able to do anything. Expect to have barracks at Stony Island ready to-morrow and will then be ready to start new men as engineers, firemen, conductors and brakemen as soon as proper protection can be provided.

Mich. Cent.—Had more difficulty yesterday in operating than any other day since the strike began. Our incoming train No. 15 was stopped at Hammond by a mob and the fires drawn, and we were not able to get a train out of there until early this morning. Had a train of beef stopped a little further east and the fires drawn. Trains have been going out regularly this morning, and we have been able to get all of our trains in that were behind No. 15. Has been no interference this morning at Hammond

up to the time of coming to the meeting, but have been informed they intend to make trouble this afternoon. Have moved what freight we had to move, though there was not much of it.

As was stated by the papers, our special deputy marshal was attacked down in the vicinity of Kensington and shot two men, both dead, I understand. Have good protection around Kensington. Two trains were prevented from going out yesterday afternoon by the cars that Mr. Harahan spoke of at 104th street, where the mob had strung them across the tracks and set fire to them.

I am advised that our switchmen at Detroit have decided to go out, but do not anticipate any trouble there. Have plenty of men to handle the business.

P., F. W. & C.—Through passenger trains ran yesterday, both in and out. The train due to leave at 3:15 and also the limited were held till 10:30. Then got a detail of police and started the trains out and removed the obstructions, since which time we have done our regular work. Have quite a number of new switchmen at work, and have done considerable freight work in the yard, and altogether are in very good shape. From Archer avenue to 55th street, where the tracks run parallel with the C. & W. Ind., practically no trains are run except at the hour of the night when there are no mobs. Have ample protection now. Had some firemen, yard engineers and switchmen go out at Fort Wayne.

P., C., C. & St. L.—Have two large yards in the vicinity of Brighton Park, one at 39th and one at 59th, in which there were stored about 800 cars, nearly all of which were burned. The mob seemed to have full sway in that vicinity, with absolutely no protection, and we haven't a switchman's shanty or coal box or anything at all that they could possibly lay their hands on, but what has been destroyed. They overturned cars on the main track, all of which have been removed by this time. There are no points on the Pan-Handle outside of Chicago where they are having any trouble.

Wabash.—Yesterday afternoon about 3 o'clock a mob came to our tracks at Halsted street and proceeded to run cars from the side tracks to the main track, and turned them over. They turned over ten or twelve, and also piled timbers, ties and any other material they could get hold of on the track as obstructions, and tore out a few rails, and then went away. Got the tracks clear about 6 o'clock this morning. From 3 o'clock yesterday until 6 o'clock this morning we had no trains in or out. Since that time passenger and mail trains are moving as usual. The yard is about a mile long, and it will require a considerable force to protect it.

At Decatur and Springfield, where we have had considerable trouble the past week, everything is moving in good shape, but it is under the protection of the militia. At Ashland, Indiana, we have been nearly

blocked for a week, but understand this morning that the marshal is there swearing in deputies, and that he will be able to raise the blockade there to-day. The line between Chicago and St. Louis and Hannibal and Quincy is in much better shape than it has been for some days, but is under the protection of the militia at several points. Have had no fires or cars burned since last report.

WIS. CENT.—Moving all freight and passenger trains. Brought in ninety cars of ice this morning and fifty-eight other loads. We took out freight trains yesterday. Have quite a large number of loaded cars for connecting lines, which are being held out in the country to keep them out of the city. Fire was set in the Central avenue yards last night, where there are probably a thousand cars. Five cars were burned up, but the fire department and hook and ladder company were gotten out and further damage prevented.

U. S. Y. & T. Co —The Chairman read a telegram which stated that seven more box cars were upset last night on the main track ; otherwise the situation is the same as reported yesterday, *i. e.*, nothing being moved.

Order of Gen. Martin.

The Chairman read the following order from the Assistant Adjutant General to Colonel R. E. A. Crofton, commanding United States troops at Chicago :

HEADQUARTERS DEPARTMENT OF THE MISSOURI.

OFFICE OF THE DEPARTMENT COMMANDER,
CHICAGO, ILL., July 7th, 1894.

COLONEL R. E. A. CROFTON,
Commanding U. S. Troops,
CHICAGO, ILL.

SIR :—The Major General Commanding directs that you send a company of infantry, fully equipped, with five day travel rations, one hundred rounds of ammunition per man, and all the necessary equipment, to each of the following depots, viz.: Illinois Central, one company; Rock Island, one company ; Grand Central, one company ; Dearborn Station, two companies ; Union Depot, two companies ; Chicago & North-Western, one company.

These troops will accompany, support and assist, if necessary, United States Marshals, in arresting trespassers and men engaged in obstruction or destroying the lines of communication along the mail and inter-state commerce railways.

If any acts of hostility are committed against these troops, such as fir-

ing into the train or trains, assault with rocks, pieces of iron, etc., it will be immediately repelled by the use of their firearms.

It will be the duty of the U. S. Marshals and the troops supporting them, to keep clear these lines of communication.

Trains will be furnished by the different railways, consisting of locomotives and sufficient cars, to carry the U. S. Marshals and the infantry, also a wrecking party for the removal of obstructions and repair of the tracks, etc.

Each of these commands will be under the control of the most experienced and efficient officers, and it will be their duty to arrest or drive away any mobs or persons in any way interfering with these lines of communication. They will report by telegraph or otherwise, their movements and positions of their commands.

This duty will be continued until further orders.

In selecting the companies, you may utilize any of the forces at the Stock Yards, Blue Island and 51st street, and companies now on the lines, and also from your command at Lake Front Park.

Very respectfully,

(Signed) J. P. MARTIN,
Asst. Adjutant General.

The members desired that the above order should be furnished to the press and also copies to the members, in order that the employés should know what was being done in the way of protection, and permission having been obtained from the military officials, this was done.

Legal Committee.

The matter of prosecutions for interference with trains, etc., was discussed, and upon motion, duly seconded, the following resolution was unanimously adopted:

Resolved, That the Legal Committee of this Association be requested to notify the head of the legal department of each railway company of any evidence and the manner and form for its procurement, and such attorney is authorized to do any and all acts necessary to secure the same.

Resolved further: That this Legal Committee do any acts their judgments dictate, to secure harmony and efficiency between the various legal and other departments of the government, to secure the greatest efficiency in securing the arrest and punishment of all violators of the laws in the present emergencies.

Daily report to Gen. Miles.

Copies of the following questions submitted by General Miles, asking for information to be given him each day, were furnished to the members, with the request that they report to Mr. Egan daily by 11 o'clock A. M., the facts which would enable him to make the proper report to General Miles:

REPORT

From 10 A. M., July , 1894, to 10 A. M., July , 1894, (24 hours).

Number of roads centering at Chicago, running freight, passenger and mail trains.

Number running mail and passenger trains.

Number running diminished number of mail and passenger trains.

Number of tracks that have been molested.

Number of cars overturned or destroyed.

Number of cars or locomotives burned or wrecked.

Number of buildings burned.

Number of trains stoned or fired upon.

Number of men killed or injured.

Number of employés killed or injured, and any other information in brief.

Committee on Distribution of Forces.

After discussion of the matter of disposition of the military forces, and the desirability of the various forces acting unitedly, and of avoiding requests for protection at points where it was not necessary, the following resolution was unanimously adopted:

Resolved, That a committee of three be appointed by the Chairman, of which committee Mr. John M. Egan shall be chairman, to confer with the proper authorities as to the points that absolutely need protection, and request it for those points.

The Chairman appointed to act with Mr. Egan on said committee, Messrs Marvin Hughitt and T. B. Blackstone.

The meeting adjourned to 11 o'clock the next day,

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

GENERAL MANAGERS' ASSOCIATION.

MINUTES OF SPECIAL MEETING.

CHICAGO, July 8, 1894.

MINUTES of a Special Meeting held at 732 Rookery Building, Chicago, Sunday, July 8, 1894, at 11 o'clock A. M., pursuant to adjournment from the previous day. Mr. ST. JOHN, Chairman, presiding. Present :

A., T. & S. F.,	D. B. ROBINSON, 1st Vice-Prest.
B. & O.	R. B. CAMPBELL, Gen. Mgr.
Chi. & Alton,	C. H. CHAPPELL, Gen. Mgr.
Chi. & B. I.,	W. G. BRIMSON, P. and Gen. Mgr.
Chi. & Erie,	A. M. TUCKER, Gen. Mgr. J. C. MOORHEAD, Gen. Supt.
C. & E. Ill.,	H. H. PORTER, Chairman. O. S. LYFORD, Vice-Prest. W. H. LYFORD, Attorney.
C. & G. T.,	W. G. SPICER, Gen. Mgr.
C. & N.-W.,	J. M. WHITMAN, Gen. Mgr. W. H. NEWMAN, 3d Vice-Prest. L. W. BOWERS, Gen. Counsel.
C., B. & Q.,	W. F. MERRILL, Gen. Mgr.
C., M. & St. P.,	A. J. EARLING, Gen. Mgr.
C., R. I. & P.,	E. St. JOHN, Gen. Mgr.
Chi. Gt. Western,	A. J. KELLY, Supt.
C. & N. P.,	S. R. AINSLIE, Gen. Mgr.
Ill. Central,	STUYVESANT FISH, President. J. T. HARAHAN, 2d Vice-Prest.
L., N. A. & C.,	B. E. TAYLOR, Chief Clerk to Gen. Mgr.
L. S. & M. S.,	P. P. WRIGHT, Asst. Gen. Mgr.
P., F. W. & C.,	CHAS. WATTS, Gen. Supt.
P., C., C. & St. L.,	CHAS. WATTS, Gen. Supt.
Wis. Central,	By MR. AINSLIE, of the C. & N. P.
For the Committees.	J. M. EGAN.

The Chairman reported the number of men furnished to the different railroads yesterday, and the number on hand.

The roll was called, and the following statements made:

A., T. & S. F.—Situation continues to improve. The entire system is now open for both freight and passenger, with the exception of Grand Junction, and expect to have U. S. troops there this morning. Are moving freights on all freight divisions, in both directions—in New Mexico with entirely new crews, and also in some parts of Colorado

B. & O. R. R.—In much better shape this morning, and able to move both freight and passenger trains. Sent out of South Chicago yesterday afternoon a mixed train of express matter and freight at 4 o'clock. This was guarded as far as the state line by the police and deputy marshals. Consolidated all our trains into one large train out of here at 4:50 last evening, and it went under protection of the police and deputy marshals to South Chicago. Brought into the city three trains under protection. Will run five or six freight trains out of South Chicago to-day.

CAL. & BLUE ISLAND.—Situation unchanged. Making no efforts to run trains. Have one crew engaged in switching at South Chicago.

CHI. & ALTON.—Situation very much improved in the last twenty-four hours. Trains all day yesterday and during the night moved without interruption. Handled quite a number of freight trains yesterday over the entire line, and feel that we are in position to open up with our normal business to-morrow.

CHICAGO & ERIE —Ran two passenger trains out of the city and received two. Made no efforts to run any more trains during the day yesterday.

C. & E. ILL.—Situation very much improved. Yesterday ran all through trains on time with the exception of one night train. Put on two suburban trains yesterday, and started two freight trains, one from Danville and one from Chicago. Everything seems to be quiet.

C. & G. T.—Everything quiet on all our lines. Had a conflict yesterday, as you all know, that stopped our operations for the night—were not able to send out any night trains, but we shall get trains out to-day as usual. Our enginemen are all anxious to get back and are reporting for duty, and we are making the old men act as pilots for new men.

The encounter referred to by Mr. Spicer, condensed from a newspaper report, is as follows:

About 3 o'clock in the afternoon of the 7th, a wrecking train was at work at the corner of 49th and Loomis streets, clearing the track of over-

turned cars and other obstructions. It was under guard of Company C, Second Regiment, I. N. G., armed with revolvers and regulation Springfield rifles, numbering about forty men. There were also a number of policemen with the train. While the train was at work the crowd of strikers and onlookers continually increased in numbers, and as the clearing of the track was nearly completed the crowd, worked to the highest pitch of excitement, began hurling rocks at the policemen and soldiers. Several of the police officers and militia had been struck, and the order was at last given to return the fire at the next serious volley of stones. It was not long coming. The engine and wrecking car were moved slowly west along the track, when a crowd was seen collected at a crossing where a car had been fired and another derailed a short time before. The engine was stopped and preparations made toward putting the derailed box car on the track. Several stones and sticks were thrown, but they fell short. Then a missile struck the cab of the engine, and, rebounding, struck a policeman. He fired instantly point blank at the mob. The rioters broke and ran to the cover of the sheds and stables in the alley between Loomis and Bishop streets. The next instant a shot came from one of the sheds and with it a shower of stones. The police answered with shots, which were returned by the rioters in ambush. Capt. Mair, in command of the militia, formed his men and withstood the attack in silence. Suddenly one of the rocks struck Lieut. Harry Reed and made a wound in his temple. The command was given to fire, and the first volley fired into the Debs insurrection rang out. A fierce yell went up from the infuriated mob. Nothing but a second and third volley promptly fired saved the little band of soldiers from total annihilation. The police emptied their revolvers and reloaded. The command to charge was given. At that time bayonets only were used. Repeatedly the soldiers charged north on Loomis street and east on 49th. The rioters gave ground slowly. Stones and clubs were freely used. Meanwhile, the engineer was attacked by a mob that came from the south on Loomis street, and was obliged to move his train westward. The troops followed the train up and boarded it, and returned to Dearborn station. The policemen were left on the ground, and fought with the mob until reinforcements of police and two companies of militia arrived on the ground. Two were known to have been killed, and thirty wounded. Most of the injured were taken away by the mob, and there was no means of ascertaining the number.

C. & N.-W.—Moved all passenger trains yesterday as usual, and handled all freight trains that we had loads for, out of Chicago. Did not bring anything in. Took out 1,500 loads. Had a car set on fire in the works of

the Griffin Wheel Co., at Sacramento avenue, and one car in East Chicago yard near State street.

C., B. & Q.—Nothing special to report this morning. All passenger trains moved in the last twenty-four hours practically on time. There are three companies of the Seventh Regiment at Western avenue, and everything was quiet about there to-day. Two suburban passenger trains were stoned this morning between 8 and 9 o'clock.

C. & W. IND.—Fearing that our tracks might have been tampered with during the night, the troops were started from Fort Dearborn station at 4 o'clock this morning to see if everything was in order for movement of trains. As the train carrying the soldiers, consisting of an engine and two coaches, was passing a sharp curve north of 112th street, a rail had been taken out and the engine of the train was run off the track. The cars were not derailed and no one was hurt. Nothing else of importance occurred on the line during the night.

C., M. & ST. P.—Everything quiet. Passenger trains running regularly on all divisions of the road; also running freight trains everywhere except in and out of Chicago.

C., R. I. & P.—There has nothing occurred upon the Rock Island during the night. Everything is quiet, and through passenger trains are being moved this morning without interference.

CHI. GREAT WESTERN.—Situation unchanged. Moving all passenger trains and sufficient freight trains to move all freight that we have to move. No one was seriously injured in the derailing of the train reported yesterday near Maywood.

C. & N. P.—Running all right this morning. Succeeded in clearing the tracks running to Blue Island yesterday. The Calumet Terminal had nine cars overturned on the tracks in Hammond last night, blocking the tracks which are used by the Wabash road, and blocking their trains in consequence.

ILL. CENT.—Have the tracks cleared, and all trains moving practically on time. Suburban trains running only to Grand Crossing. Moved some freight in and out, both west and south. The engineer on the Freeport Division train No. 3 was shot at just east of State street last night. The bullet broke the window in the cab and passed through the engineer's cap. About the same time a stone was thrown at the first passenger car. Officers on the train could not detect the parties firing the shot or throwing the stone. That is the only disturbance during the past twenty-four hours on the Illinois Central. Are moving freight everywhere freely outside of Chicago.

L., N. A. & C.—The Chairman read a memorandum from Mr. McDoel reporting that five companies of militia were ordered to Hammond, Indiana, from the northern part of the state, early this morning, and some

were expected to reach there by 10 o'clock; that the militia would be sworn in as United States deputy marshals, which would permit their crossing the state line.

No. 3 night train was stopped at Hammond and three sleepers cut off, the windows knocked out and an attempt made to burn them; also the station building. The fire was extinguished by the fire department. The train men were forced out of town with the balance of the train. No. 5 day mail stopped this morning and the engine killed. Nos 6, 36 and 40 being held at the first station south of Hammond until protection can be had at that point.

L. S. & M. S.—Reported in good condition; operating all the passenger trains in and out on schedule time, and moving freights. Are switching in the yards at 43d street. Have had no interference since Friday noon, at which time the obstructions were cleared from the track. Have been working since that time under protection, and there have been no crowds of strikers about our line. Have brought in some freights and sent out some, and are handling freight in the yards.

MICH. CENT.—The last train that went out and passed Hammond left Chicago at 3:30 yesterday afternoon. About 8:20 last evening the mob stopped two freight trains passing that point, drew the fires from the engines, beat the fireman and engineer and trainmen, and left the train standing on the track. During the night two engines were sent with a company of militia to Hammond and brought these trains back to Kensington. The trains were again started east, but the mob, having discovered that the trains had been taken away in the night, overturned box cars on the main track, and that was the condition of the tracks when the trains again arrived at Hammond. First report was that the signal-tower engineer was killed, but that was found to be untrue, although he is very badly injured. The company has been warned not to move any more trains, and were given indirectly to understand that they intended to fire the station house and the railroad buildings at that point to-night.

U. S. Y. & T. Co.—Three more box cars were turned over last night. This morning between 3 and 5:30 we returned to different packers for re-icing 55 cars of fresh meat which had been delivered to connecting lines last Sunday. Otherwise the situation in the railroad department the same as last night. Fire started in our hay barns, and one barn of hay damaged, but prevented it from spreading. These are brick barns with fire walls and iron roofs and iron doors. No engine had passed for 24 hours previously. Evidently it was the work of incendiaries.

WIS. CENT.—All freight and passenger trains moving regularly. Did not bring any freight trains into Chicago yesterday. Took 400 loads out of here, cleaning out the yard.

P., C., C. & ST. L.—Report just received that the last car was gotten

off the main track, and the road is practically now open. Have brought in one or two trains. The report of the fires for Friday night (the 6th) show 634 cars burned, 94 of which were loaded cars. There were two or three fires started last night, but they were all put out. The wrecking car came to Twenty-second street yesterday afternoon. They had some difficulty with the crowd, and the troops that accompanied the train shot into the mob and one man was killed and several injured. There were some deputies and police officers who also fired.

P., F. W. & C.—In very good shape this morning. Passenger trains all on time.

Legal Committee.

Mr. Bowers, as Chairman of the Legal Committee of seven, reported that the instructions contained in the resolution of yesterday had been sent to the legal departments of the various roads.

Reports to Bureau of Information.

The Chairman called the attention of the members to the fact that many of the roads were not sending a daily report to the Bureau of Information, showing the condition of affairs, and requested that they be more prompt. After the adjournment the following circular was sent to each member:

CHICAGO, July 8th, 1894.

TO ALL MANAGERS:

On June 29th, the Chief of the Bureau of Information, which is our Press Bureau, sent out a circular to each of the lines, reading as follows:

"CHICAGO, June 29th, 1894.

"DEAR SIR: In order to secure the publication of accurate information regarding existing railroad troubles, it is requested that every railroad send a full report of its condition to the Bureau of Information, General Managers' Association, 721 Rookery Building, twice each day, at 11 A. M. and 5 P. M. These reports should be in full and promptly delivered, as it is important that the newspapers should be supplied with full and accurate information. In case of sudden or startling developments of any kind, please supplement the regular reports by special reports or bulletins," etc., etc.

This matter, you will remember, was brought to your attention on that date and again this morning, and the statement was made that very few were sending these reports, and that it was considered important that it

should receive attention. Mr. Egan, our manager, states that he has received no reports from any line since July 2d, the third day after this understanding was had by the Association, with one or two exceptions, and he would prefer that such reports should be sent direct to Mr. Ward, at his room, 721 Rookery Building, as his office is so busy with other matters that if they should be sent to him, they might become mislaid and neglected.

It was also the understanding of the Association at its meeting on June 29th, that reporters coming to our general offices should be referred to our Press Bureau for all information.

Will you kindly give such instructions as will bring this about. If there is no news to report, send a note to that effect, that all lines may be represented.

By order of the Chairman,

CHAS. P. DAWLEY,
Secretary.

Telegram to Governor of Indiana.

The Chairman announced that at the request of several of the members whose lines passed through Indiana, he had sent the following message to the Governor of that state:

TELEGRAM TO GOVERNOR MATTHEWS.

CHICAGO, July 8th, 1894.

To His Excellency Governor Matthews, Indianapolis, Indiana:

In behalf of the railroad lines members of the Association, and passing through Hammond, Indiana, as well as the state, we request that adequate protection to their trains shall at once be given by forwarding to points affected, and especially to Hammond, Indiana, troops in sufficient numbers to insure the passage of all trains without interference by mobs of strikers assembled at that point. The trains are detained at Hammond this morning, rails have been taken from the tracks and engines have been derailed, and no trains have passed Hammond since last evening on account of the action of rioters. Please advise.

REPLY.

(Telegram.)

INDIANAPOLIS, IND., July 8, 1894.

E. ST. JOHN, *Chairman.*

State troops ordered to Hammond in adequate force.

CLAUDE MATTHEWS,
Governor.

The meeting then adjourned to 11 o'clock the following day.

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

GENERAL MANAGERS' ASSOCIATION.

MINUTES OF SPECIAL MEETING.

CHICAGO, July 9, 1894.

MINUTES of a Special Meeting held at 732 Rookery Building, Chicago, Monday, July 9, 1894, at 11 o'clock A. M., pursuant to adjournment from the previous day. Mr. ST. JOHN, Chairman, presiding. Present:

A., T. & S. F.,	D. B. ROBINSON, 1st Vice-Prest.
B. & O.,	R. B. CAMPBELL, Gen. Mgr.
Chi. & Alton,	C. H. CHAPPELL, Gen. Mgr.
Chi. & B. I.,	W. G. BRIMSON, Prest. & Gen. Mgr.
Chi. & Erie,	A. M. TUCKER, Gen. Mgr. J. C. MOORHEAD, Gen. Supt.
C. & E. Ill.,	H. H. PORTER, Chairman. O. H. LYFORD, Vice-Prest.
C. & G. T.,	W. G. SPICER, Gen. Mgr. A. B. ATWATER, Gen. Supt.
C. & N.-W.,	J. M. WHITMAN, Gen. Mgr.
C., M. & St. P.,	A. J. EARLING, Gen. Mgr.
C., R. I. & P.,	E. ST. JOHN, Gen. Mgr.
Chi. Gt. Western,	C. SHIELDS, Gen. Supt.
C. & N. P.,	S. R. AINSLIE, Gen. Mgr.
Ill. Central,	STUYVESANT FISH, President. J. T. HARAHAN, 2nd Vice-Prest.
L., N. A. & C.,	W. H. MCDOEL, Gen. Mgr.
L. S. & M. S.,	P. P. WRIGHT, Asst. Gen. Mgr.
Mich. Cent.,	ROBT. MILLER, Gen. Supt.
P., F. W. & C.,	JOS. WOOD, Gen. Mgr. CHAS. WATTS, Gen. Supt.
P., C., C. & St. L.,	JOS. WOOD, Gen. Mgr.
Wis. Cent.,	MR. AINSLIE, of the C. & N. P.
For the Committees,	J. M. EGAN.

Letter from U. S. Dist. Atty.

The Chairman read the following communication from the United States District Attorney:

"July 9th, 1894.

"SIR: In the cases which may come before the Grand Jury, and in the preparation of indictments, it is necessary that you should report as quickly as possible to this office, the name of each and every person who has placed obstructions upon your tracks or committed other depredations upon your property, with a brief statement of the particular act committed, and the names of the persons by whom the proofs can be made. You should also report as soon as possible the names of any persons who have recommended or encouraged your employés to leave your service; also that you report and give me the names of any of your employés who have been intimidated or prevented directly from discharging their duties, as employés, upon a mail train, or a train carrying interstate commerce, together with the names of the persons so intimidating them, or preventing them from performing such duty, and, in a word, sending us in detail all the facts and circumstances connected with the violators of the law.

"Very respectfully,

"THOMAS E. MILCHRIST,

"*United States Attorney.*"

Copies of the foregoing were furnished to each member.

The Chairman read a letter from Hon. Eugene G. Hay, of Minneapolis, and the Association requested that it be printed in circular form for general distribution, which was done.

Mr. Spicer read an editorial from *The Outlook*, of New York, July 7th, 1894, on the "Real Issue of the Strike," and also an article from the *Wall Street News*, July 2d, 1894, entitled "Industrial Bandits," which were also directed to be printed in circular form.

The Chairman was instructed to have printed any other articles bearing upon the present situation which he might deem proper, for the purpose of general circulation.

The roll was then called for statements of the situation, resulting as follows:

A., T. & S. F.—No change in the situation. Grand Junction was opened last night without the aid of troops. Are running freight and passenger trains all over the system.

B. & O. R. R.—Situation this morning is very much improved, even over yesterday. Are running all of our trains pretty close to time. Meeting with some delays in getting the troops around, in consequence of only having a small number of troops, and they cannot very well be divided. The engine of a merchandise train was derailed last night through some carelessness of the men on the engine. The engine was got on the track with an hour and a half delay, and the train went on through without interruption. Train No. 7 found a tie in the cattle guard two miles east of Milford Junction, Indiana. The train struck it but there was no serious damage done. Are having the track patrolled all the way through, both night and day. The train arriving here last night at 10:35, was stoned near Commercial avenue, South Chicago. One of the deputy marshals shot into the people, and they disappeared very suddenly. Not known whether any one was hit or not.

CHICAGO & ALTON.—Passenger trains yesterday and last night all passed over the road practically on time, without interruption anywhere, and are all running this morning. Started freight trains yesterday all over the road, and are handling them successfully, and started our full complement of way freights and other freight business to-day.

C., B. & Q.—Three switch and tower houses partially destroyed by fire last night, and a small amount of fence burned. One passenger train was stoned. Trains moving all right.

CAL. & B. I.—Situation practically unchanged. Are seeking to run no trains.

CHI. & ERIE.—No trains run in or out of Chicago during the last twenty-four hours, owing to the mob being in possession of tracks at Hammond, blocking the Michigan Central crossing over the Chicago & Erie. All passenger and mail trains moving promptly between Hammond and New York. Regular passenger and mail service will be resumed to-day. Expect to resume running freight trains to-morrow. At Dayton the Chicago & Erie and Pan Handle men are at work, and all other men are on a strike. Have not yet commenced work at 51st street yard, on account of not having received protection there.

CHI. & E. ILL.—Situation this morning very much as yesterday. Through passenger trains, with the exception of night trains, in each direction, have been running practically on time since yesterday. Are resuming some suburban trains. Yesterday we brought in a freight train of twenty-nine cars and while it was crossing over from track No. 1, the most easterly track, to No. 3, to get into the freight yards at 41st street, someone threw a switch under the center of the train and derailed two cars, detain-

ing us some two hours. There was a company of soldiers near by, which was sent there immediately and kept everybody away, and the train was gotten into the yard. Yesterday there was a fire started at Danville in our yard and eleven C. & E. I. cars and four Big Four cars were burned, but no other damage done so far as known. This morning the wires were so badly mixed up that we could hardly get a report from Danville. One report says that, with the exception of one car burned this morning, everything was quiet. On the Brazil line we are not running any trains. Ran a train from Brazil to Momence and back Saturday with new fireman, and when he got into Brazil they wouldn't give him anything to eat, and drove him out of town. Mr. Carpenter is at Brazil now. Are working one freight crew in the freight yard here and sorting freight and bringing it down to the station, unloading freight at the freight house, and reloading the cars out.

C. & G. T.—Everything quiet and in good shape on all lines outside of Chicago this morning ; our men all ready for duty. The principal scene of warfare yesterday was at Hammond. The 49th street line was cleared of all obstructions under protection.

C. & N.-W.—Continuing to carry on freight and passenger service without interruption. No disturbances or acts of violence have occurred along the line. Two or three freight cars were set on fire at different points, but the fires were extinguished almost as soon as set, and no damage resulted.

C., M. & St. P.—Moving passenger and freight trains on the entire system, including in and out of Chicago, to-day.

C., R. I. & P.—Have attempted to move, within the past twenty-four hours, two passenger trains in each direction, and have met with no trouble except at Spring Valley. At that point last night some of the rails were taken out, but this morning the wrecking train is there, and it is believed that to-day we shall have no trouble in getting those trains through.

Chicago Great Western.—The strike on our line is practically a thing of the past. Our freight and passenger trains are running as usual, with new men and without interruption. Some stones thrown, but no persons struck by them, and no windows broken in any of the trains.

C. & N. P.—Had two cars set on fire in Morgan street yard yesterday. On the Calumet Terminal have a wrecking crew at Hammond to-day clearing the track, under protection.

Illinois Central.—Everything moving all right, both freight and passenger; have the freight houses open to-day and are receiving freight and expect to move it. Received a call this morning from Inspector Hunt to help clean up the Union Stock Yards track, and instructed our derrick car to go over there and do it. Had a box car burned up last night at

Hawthorne. Generally we are in good shape. Suburban trains still running only to Grand Crossing.

L., N. A. & C.—Are running all passenger trains to-day, and have resumed freight traffic, except at Chicago.

Mr. McDoel said: Yesterday our morning train was stopped at Hammond at 9:15, and the engine detached from the train and the water drawn from the tank. The fireman was taken up town and locked up by the strikers, but the engineer was left with his engine. We were promised protection by the United States troops, and thinking it a pretty good time for me to go down and look the situation over, I went down on our 10:15 train, and found the troops there—two officers and thirty men. They lined up alongside of the trains, and I had the dead engine coupled onto her train, and the tank filled up—the rear train coupled on and moved out of town.

We had two other mail trains lying at Dyer waiting to come north. The captain in command said he would wait at Hammond for us, which he did. While we were standing at Hammond we had been standing on a street crossing probably five minutes, and the city marshal came up and ordered us to clear that crossing—either to pull up or cut a car off and push it back. I declined to permit our men to do it, and he became boisterous, and intimated that he would lock me up in some place they have for such purposes. The captain, who heard the conversation, advised the city marshal that it was a United States mail train and had United States troops. The marshal replied that he was city marshal, and the captain very politely told him he didn't care a d——n who he was, he must stand back, and he hit him a pretty good blow in the stomach, and he stood back, and we went out without any further trouble.

In returning with the trains from the south, we found that the mob had gone to the south end of our yard, about a mile from the station, and run a car out and tipped it over across the main track, which of course blocked us. I sent the trains back about half a mile and brought the light engine up and removed the obstruction. While we were preparing to do so, some of the strikers who had congregated there, some fifty in number, slipped along and five or six of them mounted the engine and told the engineer he would live about a minute if he didn't reverse his engine and back up, which he did very promptly, leaving us there without any engine. I started then to get some troops. My chief surgeon volunteered to go with me. The strikers, some of them, had recognized us, as they had seen me getting trains out south-bound; but supposing the troops to be at the station, we felt pretty brave, and, having our revolvers with us, thought we could get to the station. But imagine our feelings when we arrived in sight of the station and did not see any troops, but three or four thousand people. I did not consider it very good policy to face about

and go back, because there were more enemies behind than were known in front, and we proceeded.

We worked out through the crowd and started up the street-car track, intending to cross over to our state line station telegraph office. We had not gone more than a block before we were waited on by a half dozen rough-looking specimens of humanity, one of whom wanted to know our business. Being a little "hot" under the collar and elsewhere, I told him I was attending to my business and didn't think it was any of his business anyway,when he turned his attention to our surgeon. He told him he was a surgeon—cutting people's legs off, etc. At that moment one of the fellows stepped up and says "How are you, Doctor Davis?" and said "Boys, these fellows are all right. This doctor waited on me once." This relieved our feelings considerably, especially so as at that moment we saw the train with the troops backing up. They seemed to have gone over to our state line station to get orders of some kind. We crossed over without much delay and boarded the train and proceeded down through the yard to the derailed car and went to work.

In the meantime our chief engineer and chief attorney, who were there, had been waited on by the crowd and advised to leave, but they refused to go and were not attacked, but undoubtedly would have been, except for the timely arrival of the troops. The leader of the gang, who had also commenced to start more cars out, had gone off when he saw the troops coming, and laid down in the grass, and at my request Mr. Hall, our chief engineer, took two troopers and arrested him, and we brought him into Chicago. We soon had the track clear, but before we had the obstruction removed word came to us that the strikers at the station were trying to overturn one of the Pullman sleepers standing there, onto the main track, thus shutting in the troops. The commanding officer immediately started his train, with four soldiers on the cow-catcher, with instructions to shoot if they found it necessary; the mob refusing to stop trying to tip the car over, they shot, killing one striker and wounding three. They remained there until we came up with our train, when we came through without any further trouble.

I see by the Sunday morning papers it is stated that the troops retreated before the mob. That was not the case, although there were two or three thousand and perhaps more; the thirty soldiers were equal to the occasion, clearing our tracks and enabling us to pass trains through in both directions. Those were United States troops. State militia arrived at Hammond at about 11 o'clock last night, and I am informed by the United States Marshal that they are able to command the situation and take trains through. I do not apprehend any difficulty at that point so long as they keep the soldiers there, but it is a very dangerous place indeed, and I do not think we would have gotten out of there, perhaps, if

I had not been present, as the train men were somewhat demoralized. I went for that reason more than any other. Our engineers claimed that they were in real danger of their lives in going through Hammond; they were advised every time they went that if they came back again they would be killed, and I went to find out the real facts.

This morning our car repairers here came to the general office and stated that they were not only intimidated in the yard, but strikers had gone to their houses and informed them that if they did not quit work their families would be injured and houses blown up, etc. They said if we would have them sworn in as deputy United States marshals, they would protect themselves and their families, and we have done so.

Had our wires cut in two places last night—one place between Monon and Michigan City, and one between Hammond and Monon. Night before last we had a rail taken out of the main track south of Hammond.

L. S. & M. S.—Nothing new to report. Commenced this morning to run suburban trains. Have had no interference. At Toledo our switchmen went out this morning—about 70 or 80.

MICH. CENTRAL.—The Michigan Central was in pretty deep water yesterday. At the time Mr. McDoel was having his trouble, our main tracks were blocked with cars, and we were the special objects of their wrath. Finally General Miles sent another detachment of regulars to Hammond over our road. It didn't take them long after they got there to clear out the mob. Had a wrecking train on each side of Hammond only a station away, so that as soon as they could get there we very soon cleared the obstructions, and our delayed trains were started; had four delayed trains each way, and as soon as those cars were rolled away, they went forward in both directions; have been getting trains into shape as fast as possible, and are starting out all regular trains this morning, and are also moving freight. Moved a train load of dairy freight that had been held two or three days, and also some merchandise trains. The mob has threatened and beaten our engineers so that they are afraid to go through Hammond, and will not without ample protection.

The switchmen heretofore reported as deciding to go out at Detroit have returned to work again this morning. There is no trouble there and the other parts of the road are all right if we can get through Hammond.

N. Y., C. & ST. L.—No trains were moved at all by that Company yesterday.

P., F. W. & C.—Passenger trains are all running on the Fort Wayne road about on time, without any molestation, excepting the limited last night was both stoned and fired into about 35th street. Have six switch crews and are doing the regular business as usual. Yesterday the draw tender was driven from the bridge at West Hammond. The draw was left open and the men on the patrol train had to swim the river to get the draw

closed. Yesterday four or five sticks of dynamite were picked up near 55th street engine house.

P., C., C. & St. L.—Trains are all running this morning. Started some freights out and some are coming in. Men are working at Dayton and also at Toledo.

U. S. Y. & T. Co.—Message received saying work was commenced this morning clearing and repairing the tracks.

Wis. Cent.—Moving freight and passenger trains without interruption.

A meeting of about 400 representatives of various labor organizations with officers of the A. R. U., was reported, lasting nearly all night, and reaching no conclusion. Reports show that strikers are desirous of giving up.

The meeting adjourned to 11 o'clock the following day.

E. ST. JOHN,
Chairman.

Chas. P. Dawley,
Secretary.

GENERAL MANAGERS' ASSOCIATION.

MINUTES OF SPECIAL MEETING.

JULY 10, 1894.

MINUTES of a special meeting held at 732 Rookery Building, Chicago, Tuesday, July 10, 1894, at 11 o'clock A. M., pursuant to adjournment from the previous day. Mr. ST. JOHN, Chairman, presiding. Present:

A., T. & S. F.,	D. B. ROBINSON, 1st Vice-Prest.
B. & O.,	R. B. CAMPBELL, Gen. Mgr.
Cal. & B. I.,	W. G. BRIMSON, Prest. and Gen. Mgr.
Chi. & Alton,	C. H. CHAPPELL, Gen. Mgr.
Chi. & Erie,	A. M. TUCKER, Gen. Mgr.
C. & E. Ill.,	H. H. PORTER, Chairman. M. J. CARPENTER, Prest. and Gen. Mgr.
C. & G. T.,	W. G. SPICER, Gen. Mgr.
C. & N.-W.,	J. M. WHITMAN, Gen. Mgr. L. W. BOWERS, Gen. Counsel.
C., B. & Q.,	W. F. MERRILL, Gen. Mgr.
C., M. & St. P.,	A. J. EARLING, Gen. Mgr.
C., R. I. & P.,	R. R. CABLE, Prest. E. ST. JOHN, Gen. Mgr.
Chi. Gt. Western,	C. SHIELDS, Gen. Supt.
C. & N. P.,	S. R. AINSLIE, Gen. Mgr.
Ill. Central,	STUYVESANT FISH, President. J. T. HARAHAN, 2d Vice-Prest.
L., N. A. & C.,	W. H. MCDOEL, Gen. Mgr.
L. S. & M. S.,	P. P. WRIGHT, Asst. Gen. Mgr.
Mich. Central,	ROBT. MILLER, Gen. Supt.
N. Y., C. & St. L.,	By Mr. ST. JOHN, of C., R. I. & P. Ry.
P., Ft. W. & C.,	JOS. WOOD, Gen. Mgr.
P., C., C. & St. L.,	JOS. WOOD, Gen. Mgr.
Wis. Central,	By Mr. AINSLIE, of the C. & N. P.
Wabash R. R.,	J. S. GOODRICH, Supt.
For the Committees,	J. M. EGAN.

The Chairman read copies of resolutions passed by the citizens of Cairo, Illinois, condemning the strike.

The reports of members on the situation were as follows:

A., T. & S. F.—No change except that in Texas some of the men went out yesterday. In other places are running the same as before the strike.

B. & O.—Ran all trains yesterday without molestation, under protection of the authorities. A watchman in South Chicago was attacked and beaten by strikers. They also set fire to a box car at that point, which was extinguished after doing considerable damage to the car. Moved on the system yesterday 25 more trains and 400 more loads than on the same day a year ago.

CAL. & B. I.—No change in the situation.

CHI. & ALTON.—Passenger and mail trains moved without interruption. Moved freight trains over the entire system with no interruption except at Braidwood, where miners congregated in large numbers and held one of our freight trains, pulling pins and cutting the air hose, and preventing the men from coupling up and going along. Have met with no resistance or trouble within the city limits during the last twenty-four hours.

CHI. & ERIE.—All mail, passenger and express trains running between Chicago and New York. Freight trains running regularly between Hammond and New York. Situation very much improved in the last twenty-four hours.

C. & E. ILL.—The situation is improving. Yesterday, while switchmen were attempting to put cars on, which the miners had run off the track at Grape Creek, they were assaulted with stones by the miners, and with fire-arms, but they were driven back. Two were killed and three taken prisoners, and four pretty seriously wounded. At Clinton the miners derailed some coal cars, and when a freight crew went down there, they drove the crew away and said they would kill every man that tried to move the train. Got the sheriff out with twenty-five deputies—the farmers came out with all kinds of weapons, ready to fight, and they said they were in it for war if necessary. Had no further trouble there. One of the new brakemen was dangerously shot at Danville.

C. & W. IND.—Everything all right and trains all moving.

C. & G. T.—All through express and mail trains running. Have not resumed running Chicago suburban trains on account of the mob obstructions on 49th street, but will do so to-morrow. Are now doing switching in Elsdon yard without interruption and will move some freight out to-day. All quiet at Chicago last night and to-day, also at Battle Creek, Tunnel and Detroit.

C. & N.-W.—All passenger trains on time, and all freight business

local to the North-Western company's tracks is being handled. Yesterday afternoon a new switchman was assaulted by strikers and received a cut in the face. Injury not serious. The assailant is known and the police are after him.

C., B. & Q.—Outside of Chicago everything is running all right. In Chicago sent out three train loads of merchandise this morning. Have five switching engines at work in the yard.

C., M. & St. P.—Are moving freight and passenger trains on the entire system to-day the same as yesterday. A notice was issued yesterday informing the men that those that did not report for duty by 7 o'clock this morning would be out of the service. The result of that has been that more than enough have returned on all divisions of the road to handle all the business, with the exception of switchmen in Chicago and the switchmen at Minneapolis. There are at least forty of the switchmen at Milwaukee who will not be taken back, and quite a number of firemen and freight train brakemen who will not be permitted to re-enter the service.

C., R. I. & P.—Ran a number of freight trains yesterday west bound, and two east bound. The through passenger service was complete, with the exception of one train each way. Ran no suburban trains yesterday, but this morning started in three trains coming in in the morning and back in the evening. Last night the spikes were pulled on sixty feet of rail just beyond the tunnel at La Salle, and they evidently expected to catch our No. 3, which is a pretty heavy train, but there was a wild freight ahead of it loaded with empty cars mostly, and the engine went over all right, but it derailed eighteen cars. Cleared the track within an hour, and the man that pulled the spikes is under arrest. With that exception have had no trouble. Spring Valley is quiet, having two companies of soldiers there.

Chicago Great Western.—Handling all freight and passenger trains. Have not been handling live stock heretofore. Gave notice to-day that we would resume handling live stock for Chicago.

C. & N. P.—All daylight trains running—no night trains. On the Chicago & Calumet Terminal we got one of the double tracks clear yesterday and resumed business. Have telegrams from authorities in Hammond saying we can run trains, and that protection will be given.

Illinois Central.—In good shape for the last twenty-four hours. Had a car set on fire at Hawthorne, which was put out before any serious damage was done. One of our old firemen was attacked on his way home last night and beaten up by some of the old employés of the I. C. and M. C. Have the names of the parties and warrants are out for them. All the switchmen at Sioux City and Kankakee have gone back, so we are in good shape all over the lines.

L., N. A. & C.—Are running passenger trains regularly, and freight

trains outside of Chicago. Had fifty feet of a pile bridge burned out south of Hammond last night. Five of our brakemen at Hammond refused to go out when called yesterday, and they were discharged. Our switching engineers and firemen at 49th street claim they are afraid to go to work. Have told them I was arranging for police protection, and if they refused to go to work should fill their places to-day. The Hammond guerrillas extend their influence as far as Dyer, ten miles south, and have intimidated all the track men except the foreman, who is still patrolling the track.

L. S. & M. S.—Running all its main line trains as usual, and all suburban trains except the Stock Yards dummy, which we expect to start soon. Yesterday afternoon at 5:30 a switch-light tender was interfered with, but there was no serious trouble. Switchmen are out at Toledo. They have not interfered with passenger and mail trains, but delayed a meat train yesterday by pulling pins and cutting the train. Are having no serious trouble at Cleveland. Our men did not all go out. Have sent an engine to the Stock Yards this morning, having received notice that the track was clear and protected.

MICH. CENT.—Sent out all of its passenger and mail trains on time, and they nearly all arrived on time in the past twenty-four hours. Moved some freight yesterday east-bound without molestation, under protection. At Hammond the men are threatened with violence. The strikers told one engineer that if he did not quit running an engine there they would kill him; that troops were there now to protect him, but when they were gone they would see to him. Last night the agent and operator were told that they must get out of town and quit working or they would mob them at 6 o'clock. I telegraphed the commandant of the troops there and he says he will put protection around the depot and keep it there as long as it is necessary. We have a company of militia between Kensington and Hammond protecting our Calumet bridge and interlocker crossing of the Pennsylvania road. At Calumet Park and West Hammond and on the other side we have ample protection of Indiana troops. On all other parts of the line men are at work, and the men that went out at Detroit went back. Mr. Ledyard gave them until 7 o'clock yesterday morning to decide and they were all in their places at that time.

P., F. W. & C.—All trains moving on time. There was no difficulty excepting that the fast mail train was fired into between Grand Crossing and Englewood, and the bullet went into the vestibule of one of the postal cars. At Fort Wayne we put new men to work and freight trains are moving.

P., C., C. & ST. L.—All regular passenger and freight trains moving without delay. Got six freights in and eight out yesterday, and took fifty-one cars out of the Stock Yards this morning. The track was greased at

Bernice, but had no serious trouble. At Louisville our men are at work, but those of the other roads are out.

WABASH R. R.—Situation improved somewhat in the last twenty-four hours. Until last night we have not been running night passenger trains. Last night we commenced running some of them and arranged to run all of them to-night. Also started out a half dozen local freight trains yesterday and started all our local freight trains except one this morning. Worked an engine in Chicago yard part of the day yesterday, and have one working again to-day. Had no violence except at Decatur, where some one threw a stone through the cab window, striking the engineer near the eye and injuring him considerably; but the man was arrested and is in jail.

U. S. Y. & T. Co.—The Chairman read a telegram stating that the tracks were clear for all connecting lines. Nothing new since report of yesterday.

Upon the question being asked whether the Stock Yards Company were ready to receive business, Mr. Whitman said he had a message saying they were ready to receive trains and asking to be notified what time they would be expected in order to arrange for protection.

WIS. CENT.—Moving all trains on time.

After some further discussion of various matters, the meeting adjourned until 11 o'clock the following day.

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

GENERAL MANAGERS' ASSOCIATION.

MINUTES OF SPECIAL MEETING.

JULY 11, 1894.

MINUTES of special meeting held at 732 Rookery Building, Chicago, Wednesday, July 11, 1894, at 11 o'clock A. M., pursuant to adjournment from the previous day. Mr. ST. JOHN, the Chairman, presiding. Present:

A., T. & S. F.,	D. B. ROBINSON, 1st Vice-Prest.
B. & O. R. R.,	R. B. CAMPBELL, Gen. Mgr.
Cal. & B. I.,	W. G. BRIMSON, Prest. and Gen. Mgr.
Chi. & Alton,	C. H. CHAPPELL, Gen. Mgr.
Chi. & Erie,	J. C. MOORHEAD, Gen. Supt.
C. & E. Ill.,	H. H. PORTER, Chairman. O. H. LYFORD, Vice-Prest. W. H. LYFORD, Gen. Counsel.
C. & W. Ind.,	B. THOMAS, Prest. and Gen. Mgr.
C. & G. T.,	W. G. SPICER, Gen. Mgr.
C. & N.-W.,	J. M. WHITMAN, Gen. Mgr. L. W. BOWERS, Gen. Counsel.
C., B. & Q.,	GEO. B. HARRIS, 1st Vice-Prest.
C., M. & St. P.,	A. J. EARLING, Gen. Mgr.
C., R. I. & P.,	R. R. CABLE, President. E. ST. JOHN, Gen. Mgr. T. S. WRIGHT, Gen. Attorney.
Chi. Gt. Western,	C. SHIELDS, Gen. Supt.
C. & N. P.,	S. R. AINSLIE, Gen. Mgr.
Ill. Cent.,	STUYVESANT FISH, President.
L., N. A. & C.,	W. H. MCDOEL, V.-P. and Gen. Mgr.
L. S. & M. S.,	P. P. WRIGHT, Asst. Gen. Mgr.
Mich. Cent.,	ROBT. MILLER, Gen. Supt. ASHLEY POND, Counsel.
P., F. W. & C.,	JOS. WOOD, Gen. Mgr. CHAS. WATTS, Gen. Supt.

P., C., C. & St. L., - - JOSEPH WOOD, Gen. Mgr.
Wis. Central, - - - By Mr. AINSLIE, of the C. & N. P.
For the Committees, - - J. M. EGAN.

After the meeting was called to order there was quite a lengthy discussion of various questions arising on different roads in connection with the strike.

The Chairman reported the number of men furnished by Committee No. 1, and stated that quite a number were on hand and more on the way; that part of the offices established in the East were discontinued yesterday by direction of the Committee, and the balance of them would be closed to-day, unless directed otherwise. Com. No. 1.

The roll was then called, and members were also requested to state whether they were ready to receive interchange business or not.

A., T. & S. F.—Open all the way to California. Some trouble in Texas; two or three hundred A. R. U. men going out delayed trains there last night. Everything else is all right. Are ready to receive interchange business.

B. & O. R. R.—No change so far as operation of trains is concerned. Handled 1,000 more loaded cars and 38 more trains than the same day a year ago.

Last night two cars were set on fire, one at 90th street and the other at 92d street, South Chicago. They were discovered before any great amount of damage was done. Just received a telephone message that a number of cars were being burned in the Exposition grounds. Are ready to receive business from all connections.

CAL. & B. I.—Conditions more favorable this morning; had one transfer crew at work yesterday, as well as one switching crew. We are not yet receiving business to the full extent.

CHI. & ALTON.—Our road is open. All trains running regularly and we are ready for business as usual.

CHI. & ERIE.—We are running all mail, passenger and express trains on time, and doing some freight business. Are prepared to receive in a modified way—not fully at the present time. Are doing quite a little business, although not our normal business. Took a train from the Stock Yards yesterday.

CHI. & E. ILL.—Running all through passenger trains except the night train. Running suburban trains—not the full number that we had before the strike, but all we shall put on for the present. Ran several freight trains yesterday, and had no molestation except at Brazil. The sympathy

with the strikers was so great we could not get a passenger train out of there yesterday. Troops have been asked for. At Clinton, Indiana, a good many miners annoyed our people, but caused no serious difficulty. Have not commenced to receive carload freight regularly, but will probably resume early in the morning. Delivered a train of coal at the Stock Yards this morning, the first that has been run in.

CHI. & W. IND.—All passenger trains are running about as usual except some of the suburban trains mentioned by Mr. Lyford (C. & E. I.). The road is in good shape and the Belt Railway is ready to receive all business brought to it by connecting lines.

C. & G. T.—The C. & G. T. and our five roads' service, passenger, mail and freight, is complete. Opened our freight yard this morning, and are running suburban trains.

C. & N.-W.—Passenger and freight service has been carried on since last report without interruption; no act of violence has occurred beyond one empty freight car set on fire at Maplewood and partly destroyed. Are receiving from connecting lines, and delivered two stock trains to the yards this morning.

C., B. & Q.—Are in about normal condition. Receiving and delivering all kinds of freight. Delivered nearly 200 cars of stock at the yards this morning without any trouble of any kind. Are receiving and delivering business from and to connections.

C., M. & ST. P.—Freight and passenger trains moving the same as usual and doing business at all points. Delivered two trains of coal and ice to the Stock Yards this morning and received several transfers from other roads without trouble.

C., R. I. & P.—Operated yesterday ten freight trains west and three east. Three through passenger trains each way and seven suburban trains, four west and three east. We are rapidly resuming the normal condition of affairs and shall be prepared to receive freight from connecting lines to-day.

CHI. GREAT WESTERN.—Are doing business as usual. Accepting everything that is offered in the way of freight and making our usual deliveries to connecting lines.

The only interruption had was our first transfer train out of the Stock Yards yesterday, which was derailed near Brighton Park by strikers, and a couple of shots fired, probably in the air, and a good many rocks were thrown. The cars were put on the track right away without any serious trouble.

C. & N. P.—Everything moving all right. Five switch engines at work this morning, including one at the Stock Yards. A couple of men riding in a buggy on 5th avenue viaduct shot at a switch tender in Polk street yard. Before they fired they yelled at him to throw up his job or

they would fill him full of holes. Expect to be able to arrest the parties who did the shooting. Chicago & Calumet Terminal is all right and ready to receive business.

ILLINOIS CENTRAL.—All through passenger trains in and out of Chicago were run. Suburban trains were run as usual of late, to Grand Crossing only. In addition to that the Addison suburban trains, which carry the mail, were run to Addison. No tracks have been molested. Report from Burnside, at 4:15 A. M., states that another fire started at the location of the former fire, but as yet no details have been received, except that the fire department had the fire under control. No trains were stoned or fired upon, and no employés killed or injured. We take stock and everything else—had about twenty trains in and out of Cairo yesterday.

L., N. A. & C.—Are running the full number of passenger trains without any difficulty, and all freight trains outside of Chicago. Commenced work in 49th street yard this morning. The bridge south of Hammond was repaired by 8 o'clock last night and trains passed over it. Are having some difficulty with brakemen refusing to go out, and are discharging those who refuse. Had one crew in Chicago refuse this morning to go out.

L. S. & M. S.—No change in the situation on the Lake Shore road. One train this morning about 6:20 found ties across the track, but stopped before striking them, near the 40th street Y. Are running all passenger and freight trains regularly, except that we have not commenced running the Stock Yards local train on account of the track not being clear. Commenced doing business at the Stock Yards yesterday. The switchmen at Cleveland did not all go out, and the places of those who did have been filled with new men and are doing our business there all right. Are still having trouble at Toledo, but expect during the course of the day to be in a position to handle our business. Are in position to interchange freight.

MICH. CENTRAL.—All trains running in and out on time. Have given instructions to arrange for interchange of freight.

P., FT. W. & C. and P., C., C. & ST. L.—Passenger trains on time yesterday on both roads and quite a number of freight trains on both lines. The only disturbance reported was that the freight train out of Chicago last night was cut in two at South Chicago. It was a long train of about sixty-three cars and we sent some deputies with an engine from 55th street and pushed it onto the front end of the train and proceeded without disturbance. The engine and deputies returning to the engine house were stoned somewhere between Grand Crossing and Englewood. Are ready to a limited extent to receive and deliver business with other lines.

At Louisville our men are at work and the L. & N. are moving trains on time and we have more men reporting than we need. In Cleveland the position remains the same except that we are getting additional crews at

work. At Toledo the switchmen went out yesterday afternoon, but we have sufficient crews to do what work there is there. The Pan Handle got two or three trains out of the Stock Yards this morning. Two more to go out.

WIS. CENT.—Handling all business, and ready to receive interchange business from connecting lines. They had three cars set fire to yesterday afternoon in Morgan street yard and badly damaged.

WABASH R. R.—The Chairman read a communication saying that all passenger trains were running on time; but giving no information about freight trains.

U. S. Y. & T. CO.—The Chairman read a telegram saying that the tracks were all clear and everything quiet.

Limiting liability on Way Bills.

The Chairman read a communication from J. W. Midgley in reference to the roads taking uniform action in the matter of stamping upon way-bills for live-stock shipments that such shipments were taken subject to delays by acts of mobs, etc., etc. It was read and discussed but no action taken.

The question of notice to the city or county of intention to make claim for damages for property destroyed by mobs was discussed, and Mr. Bowers, the Chairman of the Legal Committee, was requested to furnish an opinion as to the necessary requirements.

The meeting adjourned to the following day at 11 o'clock.

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

GENERAL MANAGERS' ASSOCIATION.

MINUTES OF SPECIAL MEETING.

JULY 12, 1894.

MINUTES of a Special Meeting held at 732 Rookery Building, Chicago, Thursday, July 12, 1894, at 11 o'clock A.M., pursuant to adjournment from the previous day. Mr. ST. JOHN, the Chairman, presiding. Present:

A., T. & S. F.,	D. B. ROBINSON, 1st Vice Prest.
B. & O. R. R.,	R. B. CAMPBELL, Gen. Mgr.
Cal. & B. I.,	W. G. BRIMSON, Prest. & Gen. Mgr.
Chi. & Alton,	C. H. CHAPPELL, Gen. Mgr.
Chi. & Erie,	A. M. TUCKER, Gen. Mgr.
C. & E. Ill.,	M. J. CARPENTER, Prest. & Gen. Mgr. O. H. LYFORD, Vice-Prest.
C. & W. Ind.,	B. THOMAS, Prest. & Gen. Mgr.
C. & G. T.,	W. G. SPICER, Gen. Mgr.
C. & N.-W.,	J. M. WHITMAN, Gen. Mgr. L. W. BOWERS, Gen. Counsel.
C., B. & Q.,	W. F. MERRILL, Gen. Mgr.
C., M. & St. P.,	A. J. EARLING, Gen. Mgr.
C., R. I. & P.,	E. ST. JOHN, Gen. Mgr.
Chi. Gt. Western,	A. J. KELLY, Supt.
C. & N. P.,	S. R. AINSLIE, Gen. Mgr.
Ill. Cent.,	STUYVESANT FISH, Prest. J. T. HARAHAN, 2d Vice-Prest. A. W. SULLIVAN, Gen. Supt.
L., N. A. & C.,	W. H. MCDOEL, Gen. Mgr.
L. S. & M. S.,	P. P. WRIGHT, Asst. Gen. Mgr.
Mich. Cent.,	ROBT. MILLER, Gen. Supt.
P., F. W. & C.,	JOS. WOOD, Gen. Mgr. CHAS. WATTS, Gen. Supt.
P., C., C. & St. L.,	JOSEPH WOOD, Gen. Mgr.
Wis. Central,	By Mr. AINSLIE, of the C. & N. P.
For the Committees,	J. M. EGAN.

Reports were read showing, among other things, that a meeting of various labor organizations was being held at the Briggs House.

Com. No. 1. Mr. St. John, as Chairman of Committee No. 1, explained that the men brought here from the East were paid by the Association from the time they took the train up to the time they were turned over to the road on which they were to be employed, on the basis of the Chicago scale. This explanation was made because it had been thought by some that the company hiring the men were to pay them from the time they started for Chicago. He also stated that he had written to each of the gentlemen who had established agencies in the East, requesting them to forward statements of their expenses, for the purpose of closing up the accounts as rapidly as possible: that there were now quite a large number of men on hand.

Limiting liability on Way Bills. The matter of stamping way-bills for live-stock with a clause limiting liability for damage caused by mobs, etc., etc., was again taken up and discussed at some length, and action postponed until the following day.

The usual roll-call for statements of the situation was dispensed with. The Chair asked that the members state any occurrences out of the ordinary course of events that had taken place during the past twenty-four hours attributable to the strike, and said that unless statements were made to the contrary the situation would be recorded as satisfactory. The following occurrences were reported:

B. & O.—The train of troops preceding the train leaving at 6:45 last night ran over explosives between Stony Island avenue and Commercial avenue. No serious damage was done. A portion of the pilot was knocked off. At Chicago Junction an operator was assaulted by some person not known.

C. & E. Ill.—Some obstructions were placed on the coal road track near Coxville, but did no damage.

C. & N.-W.—One of the company's discharged switchmen, a man named Manville, assaulted a new man. Unknown parties pulled the pin between a double carload of telegraph poles and also filled a switch with stone on North Pier. No damage down. A brick thrown from a third story window on Clark street struck John Murky, freight house foreman,

who was in the yard switching, on the leg and bruised it. Unable to locate the party who threw the stone.

Mr. Harahan reported that four C., B. & Q. cars were burned at the World's Fair grounds yesterday.

L. S. & M. S.—While the brakeman on the Whiting suburban train was throwing the switches in making up the train at Whiting to return to Chicago, six or seven roughs came from a saloon and assaulted him, each one hitting him with fists or feet. There seemed to be a gathering at Whiting of people coming over from Hammond, but as there was military protection there, everything was quiet.

P., C., C. & St. L.—Had a freight train stoned at Bernice yesterday, and some stone throwing at 55th street yard.

Notice to city or county of claim for damage.

Mr. Bowers, Chairman of the Legal Committee of Seven, sumbitted the following:

CHICAGO, July 11, 1894.

Mr. E. St. John,

Chairman of General Managers' Association.

DEAR SIR: In response to the enquiry of the Association made yesterday, concerning the nature of the notice required to be given to a city or county in order afterward to sue and recover for property destroyed by mob or riots, I desire to submit the following:

The Act in which such recovery is provided for is the Act "To indemnify the owners of property for damages occasioned by mobs and riots," approved June 15, 1887. The first and sixth sections of this Act are as follows:

"SECTION 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That whenever any building or other real or personal property, except property in transit, shall be destroyed or injured in consequence of any mob or riot composed of twelve or more persons, the city, or if not a city, then the county in which such property was destroyed, shall be liable to an action by or on behalf of the party whose property was thus destroyed or injured, for three-fourths of the damages sustained by reason thereof.

"SECTION 6. No action shall be maintained under the provisions of this Act by any person or corporation whose property shall have been destroyed or injured as aforesaid, unless notice of claim for damages be presented to such city or county within thirty days after such loss or damage occurs, and such action shall be brought within twelve months after such destruction or injury occurs, but nothing in this Act shall be construed as authorizing any recovery by the United States, the State of Illinois, or any county for the destruction of, or injury to, property by mobs or riots."

From the language of the last section quoted it is clear that the notice required must be in itself a claim or demand for damages, and should not be a mere notice of intention afterward to make claim or demand, and what the statute calls "notice of claim for damages," is plainly meant to be itself a present and immediate demand of damages. The instrument should, in my judgment, state that by it the owner of the property destroyed claims and demands of the city or county (as the case may be) damages for the destruction or injury of the property and should state the amount of the damages so claimed; should describe the property and state that the subscriber of the notice was the owner of it; should give the claimed value of the property or the amount of the injury to it; should state the time and place of its destruction or injury; should declare that it was not property in transit; and should further state that it was destroyed or injured in consequence of a mob and riot composed of more than twelve persons. It will, of course, be noticed that the demand of damages must be limited to three-fourths of the actual damages sustained.

The statute is very clear in its provisions and will be readily understood upon examination. It is found on page 370 of the third volume of Starr & Curtis' Annotated Statutes of Illinois.

Yours truly,

(Signed) LLOYD W. BOWERS.

The question whether the company in possession of foreign cars should make claim against the city for damages in case of their destruction was asked, and it being stated by the chairman of the legal committee, Mr. Bowers, that such claims must be made by the owner of the property destroyed, the following resolution was, on motion duly seconded, unanimously adopted:

Resolved, That each member of this Association, upon whose line cars or property belonging to foreign roads have been damaged or destroyed by the action of mobs, notify such foreign road on or before 10 A. M. Saturday, July 14th, 1894.

A copy of the foregoing resolution was sent to each member soon after the meeting adjourned.

A private communication was received from the chief of police, which was read to the Association, and duplicate copies of the same were forwarded to each member.

The meeting here adjourned until the following day at 11 o'clock.

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

GENERAL MANAGERS' ASSOCIATION.

MINUTES OF SPECIAL MEETING.

JULY 13, 1894.

MINUTES of Special Meeting held at 732 Rookery Building, Chicago, July 19, 1894, at 11 o'clock A.M., pursuant to adjournment from the previous day. Mr. ST. JOHN, the Chairman, presiding. Present:

A., T. & S. F., - - -	D. B. ROBINSON, 1st Vice-Prest.
B. & O. R. R., - - -	R. B. CAMPBELL, Gen. Mgr.
Cal. & B. L., - - -	W. G. BRIMSON, Prest. & Gen. Mgr.
Chi. & Alton, - - -	C. H. CHAPPELL, Gen. Mgr.
Chi. & Erie, - - -	A. M. TUCKER, Gen. Mgr.
C. & E. Ill., - - - -	O. H. LYFORD, Vice-Prest.
C. & G. T., - - -	W. G. SPICER, Gen. Mgr.
C. & N.-W., - - - -	J. M. WHITMAN, Gen. Mgr.
C., M. & St. P. - - -	A. J. EARLING, Gen. Mgr.
C., R. I. & P., - - -	E. ST. JOHN, Gen. Mgr.
Chi. Gt. Western, - -	A. J. KELLY, Supt.
Ill. Cent., - - -	STUYVESANT FISH, President. J. T. HARAHAN, 2d Vice-Prest.
L., N. A. & C., - - -	W. H. MCDOEL, Gen. Mgr.
L. S. & M. S., - - -	P. P. WRIGHT, Asst. Gen. Mgr.
Mich. Cent., - - -	ROBT. MILLER, Gen. Supt.
N. Y., C. & St. L., - -	C. D. GORHAM, Supt.
P., F. W. & C., - - -	CHAS. WATTS, Gen. Supt.
P., C., C. & St. L., - -	CHAS. WATTS, of the P., F. W. & C.
For the Committees, - -	J. M. EGAN.

Limiting liability on Way Bills.

A vote was taken upon the matter of stamping way-bills for live stock, limiting liability for acts of mobs, etc., etc., and the majority were of opinion that no necessity existed for special action thereon at this time.

The Chairman reported that Committee No. 1 had a number of men still on hand, after meeting all requirements of lines in this Association, and that he was in communication with the officials of railways in California with a view to sending some of the men there. He also stated that the committee would require an additional sum of money to meet the expenses incurred by them, and upon motion, duly seconded, the following resolution was unanimously adopted: Com. No. 1.

Resolved, That an additional assessment of fifteen thousand dollars be made at once to meet strike expenses, and that the Treasurer be authorized to draw upon the treasuries of each line for their proper proportion, upon the basis of their last assessment. Second Assessment.

The situation was discussed briefly, it appearing that no trouble was being experienced by the members in carrying on business, military protection still being maintained.

On motion the meeting adjourned to the following day at 11 o'clock.

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

GENERAL MANAGERS' ASSOCIATION.

MINUTES OF SPECIAL MEETING.

CHICAGO, July 14, 1894.

MINUTES of Special Meeting held at 732 Rookery Building, Chicago, Saturday, July 14, 1894, at 11 o'clock A. M., pursuant to adjournment from the previous day. Mr. ST. JOHN, the Chairman, presiding. Present:

A., T. & S. F.,	D. B. ROBINSON, 1st Vice-Prest.
Balt. & Ohio,	R. B. CAMPBELL, Gen. Mgr. J. VAN SMITH, Gen. Supt.
Cal. & B. I.,	W. G. BRIMSON, Prest. and Gen. Mgr.
Chi. & Alton,	C. H. CHAPPELL, Gen. Mgr.
Chi. & Erie,	A. M. TUCKER, Gen. Mgr.
C. & E. Ill.,	H. H. PORTER, Chairman. O. H. LYFORD, Vice-Prest.
C. & W. Ind.,	B. THOMAS, Prest. and Gen. Mgr.
C. & G. T.,	W. G. SPICER, Gen. Mgr.
C. & N.-W.,	J. M. WHITMAN, Gen. Mgr. L. W. BOWERS, Gen. Counsel.
C., B. & Q.,	GEO. B. HARRIS, 1st Vice-Prest. W. F. MERRILL, Gen. Mgr.
C., M. & St. P.,	A. J. EARLING, Gen. Mgr.
C., R. I. & P.,	R. R. CABLE, Prest. E. ST. JOHN, Gen. Mgr.
Chi. Gt. Western,	A. J. KELLY, Supt.
C. & N. P.,	S. R. AINSLIE, Gen. Mgr.
Ill. Cent.,	STUYVESANT FISH, President. J. T. HARAHAN, 2d Vice-Prest.
L., N. A. & C.,	W. H. MCDOEL, Gen. Mgr.
L. S. & M. S.,	JOHN NEWELL, Prest. and Gen. Mgr. P. P. WRIGHT, Asst. Gen. Mgr.
Mich. Cent.,	ROBT. MILLER, Gen. Supt.
N. Y., C. & St. L.,	A. W. JOHNSTON, Gen. Supt.

P., Ft. W. & C., - -	CHAS. WATTS, Gen. Supt.
P., C., C. & St. L., - -	L. F. LOREE, Supt.
Wis. Central, - - -	By MR. AINSLIE, of the C. & N. P.
Wabash R. R., - - -	By MR. THOMAS, of the C. & W.-I.
For the Committees, - -	J. M. EGAN.

The Chairman read several letters congratulating the General Managers on the course events were taking, and advising that they stand firm.

Firemen sent to So. Pac. Ry.

The Chairman stated that in answer to a telegram sent by him to the Southern Pacific Ry. Co., a request for forty firemen was made by that company upon the Association, and the same left Chicago in charge of an agent on July 13th, and, of course, the expenses in connection with these men will be charged to that company.

A general discussion of various matters connected with the strike was had, none of which were considered to require action on the part of the Association.

Mr. Thomas reported for the Wabash that two of its new switchmen were assaulted and badly beaten at 47th street last night, where they are using new men.

The Chicago & Eastern Illinois reported the finding of one of their new brakemen in an empty freight car in a south-bound train at Momence, with his head badly bruised and cut.

The C. & G. T. reported that a new switchman had his head badly cut by one of the old switchmen at Elsdon.

Expense of printing notices.

Mr. Wright, of the Legal Committee, stated that the committee desired to have printed the forms of notice to be served upon the county or city, and notices to be sent to owners of property other than the road on which it had been destroyed, with power of attorney to some one here in Chicago to make claims, etc. The Chairman stated that this could be done at the expense of the Association.

Mr. Spicer then spoke as follows:

As we expect this to be our last regular meeting, it is, I think, incumbent upon us, as members of this General Managers' Association, to make formal recognition of the invaluable and unwearied services rendered by our good Chairman, Mr. St. John, and our energetic, cool and forcible General Manager, Mr. Egan, during all this time of trouble. The amount of work and worry which they have gotten through with has been immense. The unceasing calls upon them during this severe struggle prove that they are manly men, equal to any and every emergency. Our excellent Chairman, with his overflowing good nature and tact, has kept us all in line. Shoulder to shoulder we have faced and fought the enemy. We have crossed swords with every brutal and anarchistic adversary, and with good courage and determined pluck on the part of our loyal men have soundly thrashed them. In spite of a few croakers in our midst, there surely can be but one opinion as to the justice and propriety of our methods in dealing with our disloyal men, and the results of our united actions. It does not appear to me, sir, that the general public has a fair appreciation of the labors, anxieties and worries of a railway manager. On the other side, our good Queen and the government, of whichever party it may be, fully and generously recognizes such services for the benefit of the public and state by conferring honors which the recipients can be proud of, and which their countrymen recognize and endorse irrespective of politics. On this side, we do not care for honors; and the public, on one side or the other, are too apt to ungenerously and unfairly criticise and misjudge faithful and firm service for the general good. In a time of emergency like the present, there appears to be in local circles more party politics than patriotism, too much pandering to the low saloon politician and the lawless element. Wrong-doing and lawlessness are excused and dallied with on account of their voting powers, and the efforts of those who stand up for law and order and for the fulfillment of obligations are too often sneered at and wilfully misunderstood; but I hope and believe that it will be many a long day before we shall have occasion to renew such a contest. In this connection, Mr. Chairman, I now have the honor and very great pleasure of presenting the following resolution:

Resolution of thanks.

Resolved, That the most cordial and hearty thanks of the General Managers' Association be and are hereby unanimously accorded to our most worthy Chairman, Mr. E. St. John, and to our energetic, cool and forcible General Manager, Mr. John M. Egan; also to Mr. W. E. Ward, Chief of the Bureau of Information, as well as to the Superintendents, traffic and mechanical, and their assistants, and to the other loyal servants of our several companies, for their almost superhuman exertions and

pluck in support of the General Managers and their companies during the wanton, senseless, and (because without any grievance) utterly disloyal and unwarrantable strike.

The motion was seconded and carried unanimously. The Secretary was, on motion, requested to send each member a copy of the resolution, which was done.

On motion the meeting adjourned subject to the call of the Chairman.

E. ST. JOHN,
Chairman.

CHAS. P. DAWLEY,
Secretary.

REPORT OF JOHN M. EGAN,

STRIKE MANAGER FOR THE COMMITTEES.

CHICAGO, July 19th, 1894.

E. ST. JOHN, ESQ.,
Chairman General Managers' Association,
Chicago, Ill.

DEAR SIR:—In compliance with your wishes, the following report is most respectfully submitted:

The establishment of this branch of your organization to supervise the then existing and contemplated troubles, was commenced about noon on Thursday, June 28th, and completed during the day.

Telegraph and telephone instruments were placed in position, clerical force employed, and the office remained open during twenty-four hours each day.

Arrangements were made to receive all classes of reports from the railways pertaining to the trouble, the number of men wanted and the assignment of persons employed by the outside agencies as well as those who applied in person.

The Mayor, Chief of Police, Sheriff and U. S. Marshal were called upon and each informed verbally of the system adopted, viz.: that all requisitions for assistance, protection, reports of obstruction, gatherings of mobs and any and all other acts of strikers and their confederates, that were reported or known to the railway officials, would be transmitted to them through this office. This method secured their approval.

On July 4th correspondence was opened with Col. Crofton, who was in command of the U. S. troops at this point, and on July 5th, General Miles having arrived, correspondence was carried on through his headquarters.

Orders for the movement of the United States Troops, from Fort

Sheridan, were received on the evening of July 3d; and July 4th, the following positions were occupied by them:

Blue Island,	- - -	4 Companies Infantry.
Grand Crossing,	- - -	2 " "
Union Stock Yards,	- -	2 " "
" " "	- -	2 Troops Cavalry.
" " "	- -	1 Battery Artillery.

On July 7th, General Miles re-arranged the position of his troops, and the orders issued appear in the daily proceedings.

United States troops arrived as follows:

At midnight, on July 3d, from Fort Sheridan, Ill., Companies A, B, C, D, E, F, G, and H of the 15th Infantry; Companies B and K of the 7th Cavalry; Company E of the First Artillery, consisting of 584 officers and men under command of Colonel R. E. A. Crofton.

On July 6th, Companies A of the 5th Infantry, H of the 7th Infantry, F of the 10th Infantry, E of the 12th Infantry, and F of the 13th Infantry, comprising 252 officers and men, arrived from Fort Leavenworth, Kan., under the command of Captain J. M. J. Sanno.

On July 7th there arrived from Fort Brady, Mich., Companies B and F of the 19th Infantry, consisting of 117 officers and men under the command of Captain J. G. Leefe.

On July 9th there arrived from Madison Barracks, N. Y., Companies A, B, C, D, E, F, G, and H of the 9th Infantry, comprising 403 officers and men under command of Colonel Chas. G. Bartlett.

On July 10th there arrived from Fort Niobrara, Neb., four troops of the 6th Cavalry, consisting of Companies A, E, G, and H, under command of Colonel D. S. Gordan, consisting of 201 officers and men.

There also arrived from Fort Riley, Kan., on July 10th, Companies C, E, F and G of the 3d Cavalry; Companies A and F of the 2d Artillery, and Company F of the 4th Artillery, consisting of 379 officers and men under the command of Major W. F. Randolph.

The troops from Fort Niobrara, Neb., under the command of Colonel Gordan, occupied position at Brighton Park. Two companies of Infantry at Federal Building; one company of Infantry, two troops of Cavalry and battery of artillery at Western avenue viaduct.

The balance of the United States troops, excepting those located at

the different railway stations as stated in General Miles' order to Colonel Crofton, were mobilized and camped on the Lake Front Park, between Monroe and 12th streets.

The total number of officers and men in the above commands numbered 1936.

UNITED STATES MARSHAL'S OFFICE.

United States Marshal Arnold commenced increasing his force on July 1st, and during the time of the trouble had 3,600 Deputy U. S. Marshals enrolled in the service for the protection of United States mails and inter-state commerce freight on the different railways. It was necessary, under the orders received, to have a number of U. S. Marshals accompany each detatchment of regular U. S. troops.

ILLINOIS NATIONAL GUARD.

On July 6th the First and Third Brigade were ordered into service under instructions from the Governor, and reported for duty and were assigned during the evening. This command consisted of 3,170 officers and men.

The Second Brigade, consisting of 600 officers and men, reached here on July 10th and were immediately assigned to places requiring protection.

The Naval reserve, consisting of 150 men, were ordered into active service, and were under orders from the General Commanding the Illinois National Guard.

The Illinois National Guard, was under command of General H. A. Wheeler, and on July 11th, occupied positions as follows:

FIRST BRIGADE.

First Infantry.

Headquarters, Pullman.

3 Companies at Pullman.
2 Companies at Burnside Roundhouse.
4 Companies at Fordham.
2 Companies at South Chicago.
1 Company at West Hammond.

Second Infantry.

Headquarters, Camp Wheeler, Logan and Halsted streets.

1 Company at Fifty-ninth street and Pan Handle tracks.
1 Company at Eighty-third street and Vincennes avenue.
1 Company at Ninety-first street and Stewart avenue.
1 Company at Sixty-third and State streets.
1 Company at Eighty-third and Vincennes avenue.
1 Company at Fifty-fifth street and Ft. Wayne tracks.
2 Companies at Union Stock Yards.
4 Companies at Sixty-third and Harvard streets.

Seventh Infantry.

Headquarters, Eighteenth street and Western avenue.

3 Companies Eighteenth street and Western avenue.
2 Companies at Hawthorne.
1 Company at Riverdale.
2 Companies at Blue Island.
20 men at Harvey.

Troop A.

Union Stock Yards.

Battery D.

Union Stock Yards.

SECOND BRIGADE.

Headquarters, Camp Hopkins, Thirty-fifth street and Wentworth avenue.

Fourth Infantry.

5 Companies at Headquarters

Fifth Infantry.

6 Companies at Headquarters.

Battery A.

Headquarters, Camp Hopkins.

THIRD BRIGADE.

General Welch Commanding.

Headquarters, Thirty-fifth street and Stanton avenue.

2 Companies at Fort Wayne tracks, north of Thirty-ninth street.
2 Companies at Fort Wayne tracks and Twentieth street.
3 Companies at Brighton Park.
1 Company at headquarters.

Sixth Infantry.

Headquarters, Thirty-fifth street and Stanton avenue.

3 Companies at Union Stock Yards, Forty-second and Halsted streets.
1 Company, Fort Wayne tracks from Twenty-seventh to Twenty-ninth streets.

2 Companies, C., R. I. & P. tracks, Thirty-first to Thirty-ninth streets.
1 Company, C., R. I. & P. tracks, Twenty-ninth to Thirty-first streets.
2 Companies, Thirty-fifth street and Wentworth avenue.

Troop B.
Union Stock Yards.

INDIANA STATE MILITIA.

Governor Matthews responded promptly to the call for State troops, and fifteen companies of infantry, with a Gatling gun, comprising 756 officers and men, reported for duty at and near Hammond, Indiana.

The Sheriff of Lake county also employed twenty-five deputies.

SHERIFF OF COOK COUNTY.

The Sheriff of Cook county increased his forces by swearing in 250 deputies; and over 100 railway employés were enrolled by him.

He was called upon to protect the movement of trains, passenger and freight, between the city limits and boundary of Cook county.

POLICE DEPARTMENT.

The General Superintendent of Police reports that in the neighborhood of 3,000 men were used during the time of the trouble, and were under orders night and day. In addition to this they had fifty patrol wagons, eight supply wagons, five ambulance wagons, and 250 horses. The disposition of the men were as follows:

Central Division, in command of Capt. John Byrne, - - - - 197

Including officers detailed along the tracks and used by Ills. Central R. R. Co., riding on I. C. trains, on reserve duty at the station subject to call, and those transferred temporarily to Inspector Hunt, Commanding Hyde Park and Stock Yards Districts.

First Division, in command of Inspector J. E. Fitzpatrick, - - 613

Including those on reserve duty. This force was used upon all the railroads wherever necessary in that portion of the South division of City of Chicago north of 39th street, and extending out to Brighton Park.

Second Division, in command of Inspector Nicholas Hunt, - - 700

Including those on reserve duty. These men were used in guarding and patrolling all railroad property south of 39th street to city limits, including Stock Yards.

Third Division, in command of Inspector Lyman Lewis, - - 900

Including those on reserve and those sent to Inspector Hunt for emergencies. The balance of this force was detailed wherever necessary along the tracks of the Northern Pacific, the Pittsburgh & Ft. Wayne, the C., B. & Q., Chicago & N. W., C. M. & St. P., the Pan Handle, and other roads traversing that portion of the West division lying south of W. Kinzie street.

Fourth Division, in command of Inspector M. J. Schaack, - - 590

Including those on reserve duty. Fifty of these men were sent to Inspector Hunt for emergencies, and were assigned to duty at the Stock Yards and elsewhere in that division. The balance of this force was assigned to duty along the tracks of the C. & N. W. R. R., C., M. & St. P., and a large number were necessary to guard extensive yards and shops of these roads at West 40th street.

Total, - - - - - - - 3,000

The Chicago Hussars reported for duty to the Mayor and were assigned to duty at the Stock Yards.

13,767 officers and men, is the number reported by the different parties in charge of the military and civic forces.

Many verbal conferences were held with General Miles, Colonel Crofton, Marshal Arnold, General Wheeler, Sheriff Gilbert, Mayor Hopkins and General Superintendent of Police Brennan.

Telephone requests on some of the above offices were nearly continual during a part of the time.

The most important of the above requests were also submitted in writing and the office files show the following number:

June 28th,	3	July 7th,	46
" 29th,	11	" 8th,	24
" 30th,	35	" 9th,	32
July 1st,	20	" 10th,	32
" 2d,	37	" 11th,	27
" 3d,	33	" 12th,	12
" 4th,	37	" 13th,	15
" 5th,	38	" 14th,	10
" 6th,	86		

After the 14th of July, the letters written decreased materially.

The number of men employed and assigned by this office to the different lines, is as follows:

June 30th,	135	July 10th,	138
July 1st and 2d,	194	" 11th,	123
" 3d,	183	" 12th,	114
" 4th,	109	" 13th,	09
" 5th,	263	" 14th,	86
" 6th,	102	" 15th and 16th,	53
" 7th,	200	" 17th,	46
" 8th and 9th,	214	" 18th,	65
Total,			2,205

Over 400 applications by mail were answered. Numbers of these parties desired to bring men with them, which would increase the number seeking work to at least one thousand persons for all classes of work.

In conclusion allow me to return to each individual member of the Association my sincere thanks for the hearty support given and the patience they exhibited at different times when this office was engaged for the moment with matters on other lines.

Respectfully,

JOHN M. EGAN.

EXTRACTS FROM THE PRESS.

INDUSTRIAL BANDITS.

FROM "THE WALL STREET NEWS," JULY 2, 1894.

Railroad management in this country has reached a crisis compared with which all past experiences become insignificant Just when the bituminous coal miners' strike had been settled and it began to look as if there was some hope of the railroads being able to earn something more than operating expenses, the wheels on every road from the eastern slope of the Mississippi Valley to the Pacific Coast are either actually stopped, or active preparations are under way to bring them to a standstill —on nearly all the principal western trunk lines, the suspension of traffic has already taken place. Never was the action of the railroad officials more important, never were the principles involved more vital to the successful operation of our great railroad properties, than the present moment. The annual traffic revenue of the railroads of the United States amounts to considerably more than a thousand million dollars; it is proposed to stop this revenue and in so doing to cripple or destroy every business enterprise throughout the country which is dependent upon the railroads for transportation, while a few hot-headed labor leaders settle a question of difference which has arisen wholly outside of the management of the railroad companies themselves.

It is absolutely of no consequence whatever, whether the position taken by Mr. Pullman, or the Pullman Palace Car Company, is right or wrong: that question is in no way involved. To raise it to the dignity of a moment's consideration is to concede that the leaders of any labor organization have the right to stop the turning of the wheels on 150,000 miles of

railroad, while they settle a dispute with the manufacturer of axle grease, without the liberal use of which it is, of course, unsafe to move trains. Or they might pick a quarrel with a car wheel manufacturer and then insist that all the wheels made by the concern should be taken off and replaced by others, before the trains would be allowed to move again. Indeed these propositions would be more reasonable than the demand now made, for there are numerous manufacturers of axle grease and of car wheels, but with the exception of one other company whose cars are fully employed on a few lines, there are no sleeping or palace cars except those made by the Pullman company. President Depew, of the New York Central, stated the matter very tersely to a representative of *The Wall Street Daily News* on Saturday when he said:

"The spirit of the strike, as I understand it, is by closing up the railroads and detaining travelers all over the country wherever they may be to create a public opinion which will compel the manufacturing company to secure work and do it, no matter what the loss may be. With the relations between the manufacturing company and their employes the railway companies have nothing to do, and it is none of their business. That is a matter which ought to be adjusted by the parties immediately concerned. But precisely how stopping thousands of people on the arid plains of Arizona and in the super-heated belt of the Northwest, many of them women and children, many of them travelers hastening to the bedside of dying mothers, wives or children, many of them invalids who may lose their lives by the exposure, is to compel a manufacturing company to find contracts to build cars and then build them, is just one of those problems which the railway mind is unable to grasp."

It is impossible to contemplate the action of the many thousands of railway employes in blindly following the mandates of an irresponsible leader, without a feeling of wonder and astonishment, to say nothing of the disappointment and humiliation which it inspires. The only explanation that can be given is that they have done so because they are blind. But this fact only augments the duty devolving upon the managers of the railroads in resisting the influence of the insolent and selfish charlatans who arrogantly assume the position of supreme dictators, and also in opening the eyes of the poor, deluded fellows who have started to follow them. There is no middle ground for the railroad manager, and there must be no halting or hesitation in his action. To parley with, or in any way to recognize, for a moment, the leaders of the strike, would be a movement fraught with the greatest danger to the prosperity, not alone of the railroads throughout the country, but also, of the country itself. Railway officials, stand by your guns.

THE REAL ISSUE OF THE STRIKE.

EDITORIAL.

FROM "THE OUTLOOK," NEW YORK, JULY 7TH, 1894.

LYMAN ABBOTT, D. D., Managing Editor.

The issue is not whether the Pullman Car Company ought to have submitted to arbitration the question what wages it should pay to its employes. It is whether the American Railway Union shall determine when, under what conditions, on what railroads, and in what sort of cars the people of the United States may travel. The Pullman Car Company decided that they could not afford to pay the former rate of wages to their employes. Their employes decided that they would not work for less. Thereupon the Pullman Car Company decided that it would cease work for the present. For this avowed reason, and for no other, the American Railway Union, an organization of switchmen, brakemen, firemen, and a few engineers and conductors, has decided that no railroad shall carry any Pullman car on its trains until the Pullman Car Company reopens its works and re-employs its workmen. We repeat that the issue now is not between the Pullman Car Company and its employes; it is not even between the great railroads and their employes; it is between the American Railway Union and the American people.

The issue has only to be stated in another form to be perfectly clear.

Suppose the railway employes had asked Congress to pass a law prohibiting all use of Pullman cars on inter-state commerce lines until the Pullman Car Company re-opened its works and re-employed its workmen; with what derision would the proposition have been received! But what they would have then attempted to do by lawful means they are now attempting to do by unlawful means; that is the whole difference.

Until the right of the American people to use the highways of the Nation is settled, all other questions stand to one side. Tariff, income tax, silver question, woman suffrage, are insignificant compared with the question, are we a free people? The railway corporations will have the sympathy and support of substantially the entire Nation in this issue until it is settled, and settled aright. It would be better to ride in common cars, freight-cars, cattle-cars, platform-cars, or not ride at all, than to live under a social system which leaves the question whether we may ride, and when and how we may ride, to be determined by an irresponsible organization, formulating its decrees by secret committee and enforcing them by mob violence. We can live without railroads, as our fathers did before us; but we will not live without liberty.

It is the paramount duty of every railroad official to stand for the right of an unimpeded traffic on his railroad line He is standing for the rights of the American people. It is the duty of every stockholder and bondholder to submit to any possible diminution of profits. Bankruptcy is better than despotism: and the word despotism is that which masquerades under the guise of democracy. It is the duty of every mayor, police-officer, sheriff, governor, and, if necessary, the President of the United States, to protect with all the powers at their command the right of the American people to freedom of travel on their own highways. And it is the duty of the public to submit to any and every inconvenience rather than yield for an instant to the doctrine that our freedom of traffic is dependent upon the pleasure of the American Railway Union.

This is *The Outlook's* Fourth of July oration.

LETTER FROM HON. EUGENE G. HAY

TO A GENTLEMAN IN CHICAGO.

MINNEAPOLIS, MINN, July 7, 1894.

Dear Sir:—

I am quite strongly of the opinion that the present strike or boycott has a much deeper and more far reaching purpose than would seem to be generally believed, and which, if once thoroughly understood, would be repudiated by the majority of those participating in the strike. The leaders of the A. R. U. are all of them most strongly imbued with socialistic ideas, if in fact they are not pronounced socialists. Debs and Howard I met when they were managing the strike on the Great Northern road, and in my efforts as United States Attorney to protect the railroads in the running of the mail trains, I learned to know quite a little of the trend of their ideas and thoughts. That strike was intended by them as a feeler to test their strength, and yet they hoped that it might go to such an extent as to involve other roads, and precipitate a movement that would revolutionize the railroad business. That is their purpose now. I will venture the opinion that Mr. Debs and his associates will not consent to any settlement of the present trouble so long as they have a fair share of the public sympathy and endorsement. This they will have so long as it is believed that they are fighting either directly or indirectly to better the conditions of the laboring man. This, I maintain, is not their real purpose, but merely the ostensible purpose under which they hope to hold public sympathy while they are accomplishing their real purpose of revolutionizing

not only the transportation business, but, in the end, our form of government.

During the Great Northern strike a newspaper reporter related to me a conversation which he had overheard between Debs, Howard and other leaders, in which they admitted it to be their purpose to force the government ownership of the railroads. I believe that every thoughtful and patriotic man, whose mind has not drifted from the moorings of sound reason, realizes that such a paternalism as this would be but the beginning of the end of popular government. The purpose, therefore, of these men is to bring about a revolution that will destroy our form of government. I have no doubt that there are thousands of patriotic men connected with this boycott who would utterly abhor such a result, and who but need to be brought to a true understanding of the aims and purposes of their leaders.

Certain well meaning business men who are suffering severely from the present disturbance are attempting to bring about some kind of a compromise settlement. In the view I take of it, no settlement which does not comprehend the complete overthrow of Debs and his associates, and the destruction of their organization, will be worth one cent to the railroads, to business interests, to vested rights of any kind, or to the well being of the republic. Should the strike be settled by the surrender of those with whom you are associated, the summer would not end before you are involved in another. Much has and will be done for the amelioration of mankind by the trades unions and labor brotherhoods, but the organization with which you now have to contend is not one of these. The aims of its leaders are political, not benevolent. In this contest you should have sympathy and active co-operation of all men who love their country, and I have written this long letter to suggest that an intelligent appeal should be made through the newspapers and other such avenues as may be presented to the patriotism of American manhood, and I believe it will find a quick response in all classes, including a large number of those participating in the strike.

Very truly yours,

EUGENE G. HAY.

THE GREAT STRIKE.

FROM "THE BOSTON COMMERCIAL BULLETIN," JULY 7, 1894.

The country is brought face to face with a manifestation of anarchical sentiment that demands prompt and severe measures for its suppression. The action of Debs and his American Railway Union, supported to a

greater or less degree by the Knights of Labor, and other trades union organizations, constitute conspiracy against government, order, and public and private interests, which calls for summary suppression.

"Up to the present, the general government has acted promptly and efficaciously; it now remains for the United States Courts to give effect to their injunctions, by speedy proceedings to secure the arrest and incarceration of Debs and his lieutenants, and the officers of any other organization which aids his purpose.

The insolent protests of Governors Altgeld of Illinois and Waite of Colorado against Federal interference, were what was be expected from them, and only emphasizes the spread of the disease which infests the body politic. It calls for the united action of all good citizens to destroy the cancer which threatens the integrity of our institutions, and the stability of our social system.

The present situation is a warning that irresponsible, wanton, and even incendiary appeals to the proletariat, of which many politicians and journalists have long been guilty, must cease. The elements of order and progress and stability must make it apparent that they are the force which must be appealed to as arbiters of public questions. The general good nature of the American people, sympathy with the working people, and general optimism engendered by our great growth and prosperity, have made us careless in the drift of the events, and oblivious to the fact that liberty of speech and action is degenerating into license.

It was not always so. No student of the early struggles of the Colonies against the British Government but is impressed by the grasp which the people, particularly of New England, had of the far reaching consequences involved in comparatively unimportant measures of the British Ministry. It involved a knowledge of the foundations of constitutional liberty without which freedom and self government on this continent could not have been maintained.

It has seemed to have become a recognized privilege of strikers, that they could with impunity destroy property, commit arson and murder, and generally disregard public and private rights. In this way they have had the unthinking support of a large faction of the people. Any adequate punishment of the leaders, or participants in these outrages, has never been effected. It is high time that the laws against conspiracy, and the instigators, direct or indirect, of mob violence were strengthened.

It is an advantage of the present situation that the offenses of the strikers are committed against the United States by the interruption of mails and interstate traffic, and are in contempt of court. This will enable the Federal judges if they are disposed to punish promptly the leaders and participants in the outrages. Where under the ordinary process a striker can give bail and have his trial postponed to some distant day, punishment is impossible.

Late advices are that the railroad situation is somewhat improved, but freight traffic from or to Chicago is virtually suspended, and, to a less degree, the interruption extends to other western railroad centers. The loss to the country from the embargo enforced on its commerce is great, and personal discomfort is greater. Mills and factories are shutting down and thousands of people are without employment as a result of the closing of the channels of communication, while the prices of provisions have risen all around.

This strike is the most unjustifiable one in the country's annals. The question involved is one that did not concern the railroads or their hands. They had no connection with the controversy. The fact that the business of the country is liable to be paralyzed to the present, or even a greater extent, by the action of an irresponsible labor agitator from any cause, or from no cause, demands that such conspiracies must be interdicted. The labor organizations and their members must be made amenable for such outrages in future. The law must be strengthened against such contingency, and the sound element in the country must see that it is.

In the present case there must be no giving way on the part of the railroad managers or public officials. The strike must be broken utterly. It is law and order against anarchy. For the rest, we hope that all attempts at riot at Chicago or elsewhere will be sternly repressed, and the authorities must not too long delay administering Bonaparte's medicine of the 18th Brumaire, if the case does not mend rapidly.

DEBS AS A MURDERER.

FROM "THE DAILY GLOBE," ST. PAUL, MINN., SUNDAY, JULY 8, 1894.

The blood which was shed at Chicago yesterday rests upon the head of Eugene V. Debs, president of the A. R. U.

He is morally as guilty of murder as though he had personally pulled the trigger which took the lives of his misguided followers.

The result, deplorable as it is, was inevitable, and was the logical sequel of the lawless course inaugurated by the leaders of the present strike.

Assuming, for the sake of argument, that their sniveling hypocrisy in deprecating violence was really their genuine sentiment, the strike leaders stand before the world as guilty of crimes which should bring them to the gallows.

They have invoked the wind and must reap the whirlwind.

Our whole governmental and social fabric is at stake, and the people, by the million, are ready to join in putting anarchy in a bloody grave.

If the president was to call for five thousand volunteers to suppress the crimes now being perpetrated by the lawless mob element, a million would respond in twenty-four hours.

Love of country, love of home, love of all that is sacred and enduring in life, calls for opposition to the red-handed demons who would destroy the republic and place a murderous anarchial mob in control.

There is no question as to the final result. Blood has already been shed, and more may follow, but the end is not uncertain.

A government founded on the eternal principle that all men are created free and equal, entitled to life, liberty and the pursuit of happiness, is not to be snuffed out by a gang of murderous conspirators.

It is not a question of politics.

It is not a question of the rights or wrongs of labor.

It is a question of mob rule against law and order, and on that question the American people stand shoulder to shoulder as a rock of adamant.

Manhood, citizenship, personal liberty, the right to provide sustenance for wives and children, are sought to be destroyed.

Every instinct of honor, decency and humanity rises in revolt against the lawless mob which seeks by pillage, arson and murder to overawe and intimidate a free and independent people.

It will not and cannot win.

The leaders of this unholy strike have simply stolen the panoply of labor, which everyone respects, to compass their unholy, unlawful, their murderous ends.

There can be no compromise with lawlessness and crime.

The Debsites have made their bed, and the American people will see that they occupy the couch of their selection.

PASS.

FROM THE NEW YORK "TRIBUNE," JULY 14.

So, Debs, it's over. Well, it's sooner by a few hours than we expected. We counted too much on the permanence of your cure of neurasthenia. It was obvious several days ago that the back-bone of the strike was affected by neurasthenia, but we did not look so soon for the collapse of your own. The language you were engaged in throwing off led a great many persons unfamiliar with the phenomena of your malady to believe that your spinal column was the stiffest thing on the continent. They were in hopes that you would continue to assert your superiority to the government of the United States until you compelled it to back down. They were curious to see what you would do with it when you once got it subjugated: what limitations you would place upon it, or whether you would abolish it altogether. Their confidence in your spinal column was increased when they observed that you had been reinforced by Sovereign. For they know Sovereign as a champion of labor who carries between his nose and chin the capacity for keeping all the industries of the country going, when coal, steam, water power and natural gas fail, by simple wind. And now some of them are thinking that, instead of helping you with his wind, he blew your back-bone over.

But now that it is over, and you are willing to let the government of the United States continue business at the old stand for a while at least, the *Tribune* would like to ask if, when you calmly review your career, you think it was really worth while? You've been very lucky, Debs. They hanged a man yesterday in Chicago for committing only one murder. He knew less than you do. He sinned against less light. There's a dead engineer, Debs, lying under his locomotive in the ooze of a river bottom, away yonder on the Pacific Coast, who wouldn't have been there but for you. And he never did you harm. There was nothing the matter with his back-bone. He was trying to do his duty as he understood it, and he didn't weaken under threats. So the men whom you enlisted, whom you guided, and whose willing obedience you commanded, stealthily and murderously entrapped him to his death. There's a good deal of significance as well as pathos, Debs, in that dead engineer lying there in the ooze with his hand on the throttle. Means a great deal more, Debs, for the dignity of labor; for its honor: for the trust that can be reposed in it; for its knightly character and heroic courage—the dead hand on the throttle does—than all the sounding proclamations that have gone out from your hand during the last fortnight.

Others are lying dead over the whole stretch of country on which your influence has burned its track who would have been living but for you.

Thousands are idle who but for you would have been reaping the fruits of industry in contentment. Thousands of families are in distress and misery, who a fortnight ago were comfortable and happy, and might have continued so had you not ordered the bread-winners to throw down their tools and walk out into vagrancy and vagabondage. Through your orders business has been suspended, trade and commerce brought to a standstill, and all productive industry discontinued through whole neighborhoods and over a wide extent of country. No man ever did so much mischief, ever brewed such trouble, spread abroad such distress and misery, ever caused such a sacrifice of life and made so many families wretched, with so little personal inconvenience or loss and so little personal peril. For through it all your salary has gone right on. Gone on just as though it were not wrung from your victims.

And what have you got for it, Debs? Your picture has been printed in a great many newspapers. Your proclamations and pronunciamentos in a great many more. You are known by name to-day wherever the English language is spoken. It's a wide notoriety. Don't mistake it for fame, Debs. For it isn't. It is an unwholesome, nauseating notoriety. You have had a stomachful of it. And now that you are about to pass out of it into the obscurity from which you should never have emerged, we ask you in all candor, Was it worth while?

THE TYRANNY THAT HURTS.

MATTHEW MARSHALL IN THE N. Y. "SUN," JULY 16.

It is indeed pitiable to think how the workingmen of the country are dominated by such blatant impostors as those who have led this strike, and every other great strike in this country for the last twenty years. The evidence is abundant that in the present case 80 per cent. and more of the strikers did not wish to strike, and were, in fact, opposed to striking, but were dragooned into it by the other 20 per cent. or less who were more turbulent and lawless. In the last fortnight, too, the newspapers have been filled with accounts of engineers, firemen and switchmen threatened, beaten and even killed by strikers, because they persisted in remaining at work. Thousands of those who by threats of such treatment were forced to surrender their places are applying for them in vain, because those places have been filled. Nothing is left to them but to wander about in search of jobs, and in the present condition of business they are likely to

search for a long while without finding them. In the face of this notorious fact it makes one indignant to read the protestations of the strike leaders and their sympathizers against the tyranny of capital and the unwarranted interference of the government in protecting non-strikers from bodily harm.

NEW ORLEANS "PICAYUNE" (DEM.)

To make one Debs requires the material of many thousand foolish men, bound to obey his orders.

OF ONE VOICE.

THE PRESIDENT SUSTAINED BY PATRIOTIC JOURNALS NORTH AND SOUTH.

FROM THE "CHICAGO HERALD" (DEM.)

In availing of an extraordinary crisis during which laws are openly defied, peace disturbed, and the commerce and trade of the city paralyzed, to engage in prolix and contentious correspondence with the President, Gov. Altgeld has made a pitiable exhibition which the President in his latest message to the Governor kindly and manfully rebukes. The President's language is temperate and patriotic. "While I am still persuaded that I have neither transcended my authority nor duty in the emergency that confronts us, it seems to me in the hour of danger and public distress, discussion may well give way to active effort of all in authority to restore obedience to law and to protect life and property."

This is an admirable injunction, which Gov. Altgeld should accept and adopt, and which every man loyal to the United States and devoted to his country and to his family should also apply to his own conduct.

FROM "HARPER'S WEEKLY" (IND.)

The issue is one which involves the existence of the Government, and there has been no crisis in all our history the facts of which made a stronger appeal to the patriotism and intelligence of the people as a whole

to make every necessary sacrifice for its preservation. The one duty of the hour is to crush the rebellion, to assert the right and the power of our free institutions to protect themselves against usurpation and anarchy. Until the rebellion is suppressed, all differences of opinion concerning its origin, or the merits of the parties to the dispute out of which it grew, are irrelevant to the issue of the hour, and must wait for the future. Present action must clear the field for future discussion.

FROM THE ST. PAUL "GLOBE" (DEM.)

Popular sentiment is overwhelmingly against the crime, and the time has come when all the force of the Government, sustained by the judiciary and the military, should be called into play, and, backed by the millions of people who love home and country, stamp the hydra-headed monster of Anarchy from American soil forever. The issue has been made, not by the patriotic, law-abiding people, but it should be accepted by that class and fought to the finish.

FROM THE SPRINGFIELD "REPUBLICAN" (IND. REP.)

When Sumter is being fired upon, peace conferences are at an end, and must remain at an end until the firing stops and the assailants of the Government have laid down their arms. That is the situation now. There is no room for retreat and compromise unless we are prepared to cut the very bonds that bind society together. Are the people so prepared? Not yet.

FROM THE BUFFALO "COMMERCIAL" (REP.)

The answer given by President Cleveland to the Governor's second protest and demand for the withdrawal of troops is a curt, yet dignified and richly deserved rebuke to a magistrate who is capable of embarrassing the forces of law and order by raising such a controversy in such a crisis.

STOP AND THINK.

NEW YORK "MAIL AND EXPRESS" (REP.)

The London *Times* declares that "Debs and his coadjutors have done as much to harm the industries of America in a week as the Confederate armies did in a month." The figures that count the cost of the great boycott almost sustain this astonishing assertion.

The losses of all the railroads centering at Chicago are estimated at from $5,000,000 to $8,000,000. This is not all. The commission merchants and other dealers in perishable stuffs at Chicago estimate their loss on perishable commodities at not less than $1,000,000, while outside shippers, who rushed their produce to Chicago in anticipation of a food famine, will claim $1,000,000 for consignments left to decay upon the tracks by reason of the strike. Outside of this property loss, for which the city of Chicago will largely be held responsible, is the expense of the Federal government to subdue the insurrection, estimated at $1,000,000.

The first month of the war of the rebellion was certainly not as expensive as the first week of the boycott, and what was all this loss for? Had the railroad men any grievance? Not as alleged. They struck because they "sympathized" with the 2,000 workmen at Pullman. These workmen demanded increased wages, which could not be paid because it meant a loss, and the shops were accordingly closed. Then the strikers demanded that the shops should be opened and run at a loss if need be. The demand was refused and the boycott of all the railways drawing Pullman cars was begun.

The railways of the United States have been passing through a period of unprecedented hardship. It is estimated that nearly 20 per cent. of them went into the hands of receivers last year, and according to reliable figures just printed the earnings of all our railways during the past half year show a loss of nearly $100,000,000 compared with those of the corresponding six months of the preceding year. What part of this loss must labor bear? We are indebted to the *Wall Street Journal* for the following table, which is of particular value at this time. It shows the annual expenditures and the proportion of expenditures which goes to labor, of ten of the greatest railroads:

	Total expenses.	Proportion for labor.	Per cent. of labor.
Lake Shore	$16,110,887	$10,230,107	63.50
N. Y. Central	30,631,733	17,284,288	56.44
N. Y., C. & St. L.	5,236,108	2,668,584	50.93
Erie	20,271,690	10,310,490	50.86
N. Y., N. H. & H.	12,405,934	7,888,470	63.34
Phil. & Reading	25,041,916	17,850,301	69.62
Pennsylvania	49,665,074	33,690,420	67.81
C., M. & St. Paul	21,658,332	14,585,874	67.35
C., B. & Q.	21,792,354	14,462,042	66.37
Northwestern	21,291,738	13,690,761	64.33

This table reveals the startling fact that a boycott of the railways by labor means a boycott of labor by itself. More than 60 per cent. of all the expenditures of railways are for labor. The reduction of their income during the past six months by $100,000,000 obviously meant a reduction in expenditures and a vast loss in the payments to employes. How much greater proportionately was the loss during the boycott occasioned by the entire stoppage of railway business?

Of all the senseless boycotts the most senseless, destructive and unwarranted is that which seeks to cripple and destroy the railway system of the country. Such a boycott, if successful, would inflict greater injury on the people, and especially on the working masses, than the destruction of a multitude of prosperous industries.

CALIFORNIA'S LOSS BY THE BOYCOTT.

NEW YORK "TIMES" (DEM.)

No State has suffered more severely on account of Debs and his boycott than California, and it can easily be seen that nearly all the loss falls upon the agriculturists. Before the beginning of the boycott the prospect of an exceptionally large and good crop of fruit encouraged the expectation that better times were at hand and prosperity would soon succeed depression. But the boycott has deprived the State of the expected benefit, by preventing all shipments of fruit just at the time when such shipments must be made, if they are made at all. In an ordinary season, for example, 250 carloads of fresh fruit are shipped every day to the East, from the San Jose district, but the blockade this year has left this fruit on the growers' hands. Thousands of tons of the choicest early grapes, apricots, peaches, and pears have rotted in the orchards of all the fruit-growing districts. In counties where hundreds of acres of trees have borne fruit this year for the first time, the owners are worse off than they would have been without this additional acreage. In many districts there was scarcely any provision for saving the fruit by drying or canning it, and in some places where there are canning factories the canners have been forced to stop work because they could get no sugar. It is the opinion of some observing Californians that the strike and boycott have delayed by a full year in that State the recovery from the depression caused by the silver panic.

THE ENGINEERS AND DEBS.

NEW YORK "TRIBUNE" (REP.)

Chief Arthur, of the Brotherhood of Locomotive Engineers, has again vindicated his claim to be considered the most clear-headed and far-seeing of the labor leaders of the country. In general the attitude of this Brotherhood has been such as to inspire confidence and respect. This is certainly true of its course in connection with the recent absurd boycott. In answer to Debs's complaint that engineers have been ordered to work with "scab" firemen, Mr. Arthur says that the members of his Brotherhood have been advised to "attend strictly to their own business as engineers," and to run their engines without regard to the men employed by the companies as firemen. There is nothing of the "sympathetic strike" in this, and of course Debs and Company will be dissatisfied. But we do not suppose that Chief Arthur is especially anxious to win Debs's favor.

CHICAGO "RECORD" (DEM.)

The past tense of "strike" is "stricken," as the promoters of a far-reaching strike, together with many other people, will be likely to find out to their sorrow.

WHY DEBS MUST FAIL.

EDITORIAL CHICAGO "HERALD," JULY 5, 1894.

That the Debs boycott is a blunder amounting to a crime must be apparent to every well-disposed citizen of Chicago to-day.

It was ordered without reflection or foresight, without consultation and without regard to consequences. It has been pursued recklessly and lawlessly. It has inflicted immeasurable injury on hundreds of thousands of workingmen and has had absolutely no effect whatever on the Pullman interest against which it was ostensibly aimed.

American labor is too intelligent and too patriotic to be thus mislead. American labor has won too many honorable triumphs to invite defeat and disgrace by making common cause with a man who begins a battle by training his guns on his friends. The working people of Chicago are the chief victims of the present boycott.

Mr. Debs has made a mistake. The best friends of organized labor will concede this much. Mr. Debs has blundered. If he is as wise a man as his admirers assume he will admit the fact and retrace his steps. He

will resume operations, if at all, on other lines the pursuit of which may possibly lead to success.

As now directed this movement can result in nothing but disaster to every material interest involved. It is not possible that organized labor can be so blind to its own welfare, so reckless of the duties of citizenship, so infatuated with the bluster and braggadocio of a few professional agitators, as to follow a leader who at this moment is in rebellion against the United States and who can triumph on the course that he has mapped out only as he triumphs over the government to which all Americans owe allegiance.

As a sincere well wisher of every man who earns his bread by honest toil, as one that has demonstrated its friendship for labor in a hundred ways, as a counsellor having at heart the best interests of the thousands of men who are now tempted to throw their influence on the side of this unwise and impossible insurrection, the *Herald* entreats every inhabitant of Chicago to uphold the law.

There are other voices, but they are not the voices of reason. There is other advice, but it is not the advice of friends. There are malevolent self-seekers, notoriety hunters and incendiaries in and out of newspaper offices, but they are unworthy popular confidence. They may be mischievous in stirring up strife. They will be powerless to compose it.

Mr. Debs' boycott is not a strike. It is not a legitimate movement in behalf of labor. It is rebellion against the United States. It cannot succeed.

The movement for the resumption of commerce and industry, for the unimpeded passage of the mails and for the enforcement of the processes of the federal courts is backed and will be supported by all the power of the greatest government on earth. It does not consider and will not notice the smaller issues involved. It concerns itself simply with the restoration of peace and the vindication of the paramount authority of the United States. It cannot fail.

TIME TO PUT DOWN LAWLESSNESS.

EDITORIAL CHICAGO "RECORD," JULY 7, 1894.

With yesterday's acts of open lawlessness in certain parts of the city and its environs all phases of the present strike have become secondary to the imperative necessity of maintaining the peace. The conspicuous features of the day's proceedings speak for themselves. There is no need to exaggerate them or to indulge in idle alarmist reports to acquaint the public with the fact that the events which have occurred along the lines

of certain railways are in open conflict with the law. The truth is sufficient, and the truth is that yesterday cars were overturned, sacked and burned; private property attacked and destroyed; assaults made upon innocent men in the pursuit of their duty; officers of the law set at defiance, and deeds of riot and pillage planned and carried out in the face of the men authorized to secure the peace. To permit the continuance of such scenes is to strike at the roots of government itself. No step that may be necessary to compel a return to conditions of peace is too severe, and preparations for such a step were taken yesterday in the calling out of three regiments of militia at the request of the mayor. These, in coöperation with the regular-army detachment already here, and the police, must be looked to for the suppression of riot and turbulence. The military forces are already encamped in this city in readiness to go where they may be needed.

It has been asserted that all the men engaged in these riotous proceedings are not strikers, and no doubt the mobs engaged in the work of pillage have been largely augmented by idle hoodlums with no other wish than an opportunity to set the law at defiance. But unfortunately these manifestations are directed against the same corporate interests against which the strikers are warring, and follow too closely the strike itself to be set down as the outgrowth of any other cause. Justly or not the riots will be identified in the public mind with the contest of the strikers unless the latter consent to stay away from the railway property, and insist upon a similar action on the part of their friends. It is time for all the men engaged in this law-breaking to understand that the authorities are to stop temporizing and are going to resort to drastic measures. Those strikers who are engaged in violence will simply be inviting defeat and disaster to the cause which they seek to serve. If the temper of the strikers is such that they cannot take this counsel from any one else they should at least heed the advice of Mr. Debs, their own leader, who, in a proclamation to the striking employés yesterday, told them that those who are engaged in violence are the real enemies of the strike.

With this understanding as to the necessity of stopping mob violence at once and by any means that may be needed, it behooves the authorities to take measures immediately to check every violation of law. The situation to-day may easily bring about an ugly riot, and the prospects for to-night and for to-morrow, when the usual crowds will be augmented by Sunday sight-seers, are not pleasant. But whatever happens, it but remains for Mr. Hopkins and the others in authority to proceed to put down turbulence with no hesitating hand. Whatever the merits of the strike may be, they will not and cannot be considered until the law has been reasserted and peaceful conditions restored.

A WORD TO LAW-ABIDING STRIKERS.

EDITORIAL CHICAGO "EVENING POST," JULY 10, 1894.

The right to strike individually involves the right to combine. It does not involve the right to intimidate, either individually or by combination. A federation of labor has the same basis in law and logic as a federation of capital. The one cannot legally or logically go a step farther than the other in the advancement of its interests. Labor has no more right to combine to prohibit railway workmen from working along a particular line of railway than capital has to combine to hold its employés along a particular line in enslaved toil.

These are axiomatic. In the confusion of present disturbances we are apt to lose sight of them. What we have to do is to rid our minds of cant. The presence of federal troops in this city is no invasion of the doctrine of state sovereignty. They are here to guard against evils which were clearly foreseen by the statesmen who drafted the federal constitution—to maintain the inviolability and freedom of the mails and that unfettered interstate commerce which is the very lifeblood of our industrial system. At the worst Pullmanism is local in effect: it is relatively insignificant in influence. Debsism stands for a gigantic perversion of the forces which, properly used, must work out magnificent results for the wage-earning members of society. The great body of Americans are in full sympathy with the aspirations of the workingman. They are the natural allies, not of capital, but of labor. It is not at all the general attitude of the rank and file of labor which calls for reprobation to-day. The rank and file is earnest, thoughtful and law-abiding. The quarrel is between the forces of law and order and the selfish and insolent leaders who thrive upon the losses and discredit of the masses and gratify a detestable and un-American passion for personal power at the expense of the commonweal. Not the striker, but Debsism, is responsible for riot. A strike may be a means of salvation. Debsism is damnation.

Debsism is not lacking in genius; but misdirected genius in circumstances like the present beats dynamite hollow as an agent of disorder. Granting without reserve that the strike is an honest attempt on the part of the majority of its participants to redress a grievance or to enforce a righteous demand through the "solidarity of labor interests," it is not the less illogical and unjust in the methods of its executive leaders—a terrible and intolerable outrage upon hundreds of thousands who have no responsibility and no power. Debsism is the product of an organized passion to redress a wrong by doing another a thousandfold greater.

IT IS INSURRECTION.

CHICAGO "INTER OCEAN," JULY 10, 1894.

The American Railway Union is not only in insurrection against the authority of the Federal government, but it has adopted tactics considered most cruel even in times of actual war. It has followed the example of the Germans in the siege of Paris, when they stopped the railways in order to cut off supplies from the French capital. The men now in insurrection in Chicago began with a boycott on the Pullman cars as a theoretical grievance, but the first branch of the railway service tied up was that which handles freight. They stopped all freight trains to cut off supplies from Chicago people in order to force them to terms.

In the last few days these would-be rebels have gone further and have attempted to stop all trains bringing food supplies into the city. They have sacked cars of provisions to supply themselves with the comforts of life, and they have compelled the provision men to call for soldiers to guard the butchers' wagons that were carrying meat from the Stock Yards into the city that innocent people in no way concerned in this fight should be made to suffer for the necessaries of life. Sunday morning the wagons from Swift's packing-house were attacked for no other reason than that they were bringing meat into the city to feed the hungry.

This is a strange spectacle in a city where the leaders of the strike protest to the President of the United States that there is no need of soldiers, for their followers are willing to assist in maintaining the supremacy of law and arrest all violators of law. It was not strange to see the Germans besiege Paris, or Grant besiege Richmond. In both cases there was open and recognized war. They were entitled to use war measures, cruel in the extreme, but recognized as a part of the tactics of war.

There is but one explanation to this siege and these peculiar tactics employed by the American Railway Union, and that is that it is practically at war against the Federal government.

With such an issue war measures are necessary on the part of the government. The issue having been made, it is now time to see which is the greater, this American Railway Union or the government of the whole people. Uncle Sam has never yet surrendered to an enemy. If he is to surrender to Debs let it be done after all the means known for defense have been exhausted. The people will never be satisfied to lower the flag until that is done.

FEATURES AND CONSEQUENCES OF THE STRIKE.

EDITORIAL CHICAGO "TRIBUNE," JULY 13, 1894.

Boss Debs originally professed that his strike at the railroads was only against the hauling of the Pullman cars. As late as June 26 he declared that the railroads he was after were the Illinois Central, the Northern and Southern Pacific, the Santa Fé, the Chicago Great Western, and the Wisconsin Central.

He said that if those roads could be brought to terms there would be no trouble with the smaller ones, as they would surrender to his demand. Subsequently he stated that his object of bulldozing the roads "was to be accomplished without violence," that the "walk-out" was a "peaceable one," and he affirmed the right of other men to take the places vacated by the strikers. He pretended to be confident that by strictly peaceable measures the strikers could bring the railroad companies down on their marrow bones, and force them to demand that Pullman should arbitrate his wage differences with his car-building employés.

The *Tribune* of June 29 predicted that Debs' strike would not be conducted peaceably. It cited the bloody riots that attended the recent coal strike; the beating of men; seizure of trains; burning of bridges; destruction of property, and other diabolical features that marked "a species of civil war in a dozen different states." It stated that there had been several large railroad strikes in the past, "and it had always happened that they have resulted in disorder, violence, and subsequent bloodshed," and that this must be expected now.

This expectation was abundantly justified. The strikers assaulted men hired to fill the places they had vacated. They upset cars, burned bridges, set fire to trains, assaulted men on the locomotives, and defied the legal authorities.

They were not content to stop the passage of trains composed in part of Pullman cars, but even attacked those hauling the Wagner sleepers on rival lines. They did not confine themselves to interfering with passenger travel, but attacked mail and freight cars, caused a paralysis of business at the great stock yards, at the wholesale market on South Water street, at many manufactories, the men working in which had to be laid off and sent home because of the stoppage of freight transportation by the Debs strikers. They caused a lock-up in coal, fruit, vegetables, ice, grain, live stock, and in manufactured products which it was desired to distribute to consumers. They burned and otherwise destroyed property worth millions of dollars more than the total amount demanded by the Pullman strikers, they caused an interruption of commerce and manufacturing industries amounting to a loss of many other millions in the aggregate, and necessi-

tated the calling out of federal and state troops to prevent them from carrying further the work of destruction.

All this will have to be paid for by the taxpayers of Chicago and the county of Cook ; but the lives lost and the wages which could not be earned by the many who wanted to work through the strike, but could not, never will be made good.

Finally the strike leaders, not contented with this horrible mischief, and still less appalled by it, proceeded to a further and greater enormity, the calling out of workers generally in this city and many other places outside, some of them proposing that the diabolical strike be made to extend ever the whole nation. They deliberately proposed to apply the starvation thumbscrew to the million and a half of residents in Chicago in order to force them into joining, first in the crusade against George M. Pullman, and secondly against the whole railroad system of the country, which a majority of the strikers seem to foolishly have thought could be "tied up" by an order from Debs. Had the order been obeyed it would have put Chicago in the position of a besieged city so far as food supplies were concerned.

The animus of the latter order was anarchy and nothing less, however it may have been with the first. This is evident from the language of the manifesto put forth by Sovereign. He said he believes "this is as good a time as any to bring about certain needful changes in our industrial conditions," and what those are perhaps may be inferred from his later remark about a "result in an industrial revolution." If Sovereign is not a disciple of Herr Most he is training in the same school with him and Lucy Parsons, and trying to carry the workingmen of the country with him. He would do better to save his exertions for some more worthy cause. The Debs railroad strike is hopelessly lost for the men who engaged in it. The roads are again in good running order, and the strikers are asking for their old situations in greater numbers than can be taken on, because the railroad managers are retaining all the new men who are competent to do the work required of them. Those who are asked to join in the more general strike against this city should consider well this outcome of the railroad struggle before deciding to invite a similar disastrous result for themselves. They would have nothing but bitter curses for Debs and Sovereign, and the whole pack of salaried professional labor agitators if they should "walk out" at their command and find they could not go back again, but had lost their jobs and wages.

DEBS' DEATH ROLL.

EDITORIAL CHICAGO "EVENING JOURNAL," JULY 19, 1894

Will the authorities explain why such distinguished consideration is shown to Eugene V. Debs and his associate prisoners of the American Railway Union rebellion that they should hold daily levees in jail, be taken for carriage rides when other prisoners have to walk the corridors for exercise, and hold their consultations with their expensive and high-toned lawyers at the Government building instead of at the jail?

Upon what meat has this Debs fed that he should be treated any different from any other law-breaker? Is it because wholesale lawlessness is more honorable than petty thieving, burglary or murder that the men who indulge in it should be treated with special privileges?

Eugene V. Debs and his fellow prisoners of the American Railway Union are responsible for the violent death of twenty-six of their fellow citizens, for the dangerous wounding of sixty-eight others and the slight wounding of hundreds more. The death roll alone is an appalling one. Let the authorities who are treating Debs with such leniency read and ponder this list:

HERBERT LETTERS,	JOHN SALOLI,
R. ZEFF,	SAMUEL R. CLARK,
JOSEPH WARJOUSKI,	PRIVATE BYRNE,
MARTHA BACH,	CHARLES MOHRMAN,
JOHN BURKE,	CHARLES FLEICHE,
JOHN KRONBERG,	THOMAS CROW,
THOMAS JACKSON,	EDWARD DOYLE,
JOHN SCHULTZ,	JEREMIAH DONOVAN,
JOHN SCHMIDT,	JOSEPH GALLER,
CARL FLEISCHER,	FRED STOLTZ,
DOMINIC BALMER,	FIVE UNKNOWNS.

The blood of these twenty-six persons is as much on the head of Eugene V. Debs as if he had himself fired the shot or misplaced the rail that sent them to eternity. The army of maimed and crippled victims of strike violence are as much the victims of Eugene V. Debs' malice as if he had personally stabbed, shot or crushed them.

But this awful death roll and its attendant list of wounded directly traceable to such orders of Debs as "Save your money and buy a gun," is by no means the sum of his responsibility. The sickness and death at Pullman indirectly due to the strike is also chargeable to this leader of

labor, this eloquent friend of humanity, this petted guest of the jail officials.

It is about time for the people of the United States to wake up from the stupor of sentimentality that has seized upon them to the real responsibility of such men as Debs for the crimes and calamities they inflict upon the people. It is time that homicide committed in the sacred name of labor should bring swift justice upon the man or men who do not hesitate to pursue unlawful objects through the blood of their fellow men. It is time that prisoners who wish to masquerade as martyrs should taste the real penalties of outraged law.

While Debs and his associates are lolling and kissing and gourmandizing in the Cook county jail, there is weeping and mourning, starvation and misery among their victims throughout the land because of their heartless abuse of power.

DEBS.

FROM THE N. Y. "SUN."

Does he own the Earth,
Or merely the
United States of America?
If he does
Where in thunder did he get it at?
And how?
If he is running the
Government,
What does he want to side-track it for?
Why does he desire to blow
The cylinder-head out of the Constitution
And bust a cog in the by-laws?
Did he ever hear of the
Declaration of Independence,
I wonder,
And that all men are born
With some sort of rights
That others ought to respect
To some slight extent?
Would he pull the tail feathers out of
The American Eagle if it dared to squawk
Against the A. R. U.?
He would.

Or slug Uncle Sam if he rode in a
Pullman?
You bet.
What are we here for?
To submit to Debs,
Or submit to law?
If eternal vigilance is the
Price of liberty,
What's the price of Debsism?
And how much of it do we get?
If we are a nation,
We must be an abomination
In the Debsistic eye, and we ought to be ditched.
Ain't that so?
Does he give a damn for
The Union
So long as his little
Picayunion
Comes out on top?
Why doesn't he take a tumble to himself
And give the rest of the country
A chance for its white alley?
What has this great and glorious
Republic of ours
Ever done to him?
Is it Pullman or
Patriotism
Which actuates him?
Is he what our forefathers
Fought, bled and died to establish?
Or is he Debs,
Merely Debs?

THE FEDERAL AUTHORITY AND THE STRIKE.

FROM THE N. Y. "JOURNAL OF COMMERCE."

The exclusive jurisdiction of the Federal Government over interstate commerce has for several years been laid down with great fullness and emphasis by the Supreme Court of the United States. Up to a few years ago the favorite doctrine was that in the absence of Congressional action the states were free to do what they liked with commerce that crossed their

boundaries, but the public interests outgrew this theory. The commerce between the states became so vast, and the interests of so large a portion of the people of the United States were affected by its operation or its interruption, that it was essential that a larger doctrine should be declared; it was essential that interstate commerce should be subjected to the negative as well as the affirmative action of Congress in order that there might be a common policy, a common responsibility, a common rule of conduct. Then the Supreme Court of the United States laid down the rule that the authority of Congress was paramount whether exerted or not; that if Congress made no law regarding a certain phase of interstate commerce it was to be inferred that Congress had decided that as to that phase there should be no law.

The freedom of interstate commerce lies at the very basis of the agreement between the states which makes them a nation. The common interest which alone holds the several states in a national unity could not survive if local interests could be permitted to check the free course of traffic across state lines, and it would be preposterous if mobs could be permitted to do that which the Supreme Court has declared that state legislatures may not do.

At about the same time that the court of last resort declared that the authority of Congress over interstate commerce was not only paramount but exclusive, Congress itself took action that threw upon the Federal Government the duty of protecting the agents of interstate commerce from local interferences of all sorts. The enactment of the interstate commerce law took from the railroad companies that cross state boundaries, by their own tracks, or constructively by means of through shipments, the right and power of regulating their own affairs and by their own action alone, or in connection with the governments of the states through which they operated, protecting themselves from certain forms of interference. Congress certainly could not bind the hands of the state authorities and the railway companies without undertaking to do for them what they were forbidden to do for themselves. It is as true of governments as of individuals, that power carries with it responsibility and the exercise of authority implies obligations.

When the Supreme Court declared that Congress alone could regulate interstate commerce and when Congress passed the law regulating such commerce, the duty of protecting interstate commerce was acknowledged. The duty of Congress is as broad as its power. If it had not only paramount but exclusive power to regulate commerce between the states, it had not only the paramount but the exclusive duty of protecting that commerce. It would be an absurdity to suppose that the courts, the army and the navy of the nation would enforce the passage of a letter from place to place, but would stand idle and helpless while merchandise and even citi-

zens were stopped by highwaymen, who are none the less highwaymen because they do not pillage openly and do pretend to be organized laboring men.

The administration is to be congratulated upon its courage in recognizing the logic of the situation. This involves an apparent departure from the precedent that the federal power should interfere only upon the application of a governor: it involves apparently an extension of the powers of the Federal Government, to which the party now in power has always been opposed. In reality it does neither of these things; it merely applies to the present interference with interstate commerce the principle imbedded in the Constitution, the very cornerstone of national existence laid by the men of 1787, and enunciated by the Supreme Court and Congress.

What this means is that in the protection of interstate commerce the President will not wait for the solicitation of state authorities; they may be over-confident of their own power, or they may be over-awed; the thing threatened is not within their jurisdiction; it is interstate commerce, the regulation and protection of which is the exclusive charge of the Federal Government. To prevent interference with it the Federal courts will, as they have in Chicago, issue their decrees, and the national troops will be ordered out to enforce those decrees. The mobs that attempt to suppress commerce, destroy property and interfere with the movements of citizens of the United States are to find themselves face to face, not with deputy sheriffs, and state officials, whose political associations and ambitions may make them timid, but by the authority centered at Washington, which represents the whole nation, whose judicial agents are never candidates for re-election, and whose armed agents come from every section of the country and have no place of residence except the United States.

The man whom personal vanity and love of power leads to interfere with interstate commerce, and his followers who are half his dupes and half his deceivers, will alike find themselves resisting the United States of America, and if they use weapons therein they will presently discover that they are in the act of levying war against the United States.

Debs, who has inflated himself till he has made the mistake of Aesop's fabled frogs about his size, will presently find himself beneath the hoof of the ox whom he is idiotically challenging to combat.

THE FOLLY OF STRIKES.

FROM THE N. Y. "COMMERCIAL ADVERTISER."

For level-headed and thoughtful workingmen there is much food for reflection between the covers of the annual report of the Bureau of Statistics in Pennsylvania. It embraces only the past year and does not take in the great coal strike, otherwise its amply significant showing would be much more emphatic. As it stands, however, the report shows that there were fifty-three strikes in the state within the past year, in which 17,000 workmen were involved and $1,395,423 in wages lost.

These figures tell the old, old story of the fatality of strikes, to which the disastrous results of Debs' insurrection adds a convincing, thrilling and bloody chapter. In Great Britain, where the trades are altogether more thoroughly organized than they are here, strikes are only employed as a last and desperate resort. Strongly confirmatory of that judicious policy is the course pursued by one of the strongest of all labor organizations, the Brotherhood of Locomotive Engineers.

This commendable association never orders its members to give up their work and wages until every other means of settling its differences with employing railroad companies has been absolutely exhausted. Neither does it make absurd demands. Other affiliated organizations also found out long ago the lesson taught by the Pennsylvania figures, and act with commendable prudence.

It is a lamentable fact that the featherheads such as Debs and Sovereign should manage to acquire the power they do; but there is no rule of ethics that exempts a wage-earner from paying the penalty of his folly when he places himself under false leadership, any more than it does the rest of us. Sowing the wind and reaping the whirlwind bring like results to all classes and conditions.

LAWRENCE J. GUTTER
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